GATEWAY-MAIN STREET SPECIFIC PLAN

2025 PUBLIC HEARING DRAFT

MILPITAS GATEWAY-MAIN STREET SPECIFIC PLAN

2025 PUBLIC HEARING DRAFT

ACKNOWLEDGMENTS

City Council

Carmen Montano, Mayor
Garry Barbadillo, Vice Mayor
Evelyn Chua, City Councilmember
Hon Lien, City Councilmember
William Lam, City Councilmember
Anthony Phan, Former City Councilmember

Planning Commission

Parveen Gupta, Chair
Michael Caulkins, Vice Chair
Mercedes Albana, Commissioner
Dipak Awasthi, Commissioner
Alexander Galang, Commissioner
Chia Ling Kong, Commissioner
Sonia Medina-Ashby, Commissioner

City Staff

Jay Lee, Planning and Neighborhood Services Director
Lillian VanHua, Principal Planner
Ned Thomas, Former City Manager
Holly Pearson, Zoning Code Update Project Manager
Elizabeth Medina, Administrative Assistant
Kristina Phung, Senior Planner
Sean Manalo, Associate Planner

Technical Advisory Committee

Alex Andrade, Director of Economic Development
Daniel Degu, Former Economic Development Coordinator
Michael Thomas, Economic Development Coordinator
Bill Tott, Building Official
Betty Chan, Plan Review Manager
Renee Lorentzen, Recreation and Community Services Director
Tegan McLane, Recreation and Community Services Former Assistant Director
Elaine Marshall, Deputy Public Works Director
Roberto Alonzo, Public Works Division Manager
Steve Chan, Transportation and Traffic Manager
Michael Silveira, City Engineer

Technical Advisory Committee (cont.)

Brian Petrovic, Former Associate City Engineer
Harris Siddiqui, Former Principal Civil Engineer
Arthur Belton, Deputy Fire Chief / Fire Marshall
Martin Gadua, Assistant Fire Marshall
Joel Gozun, Fire Protection Engineer
Steven Chi, Valley Transportation Authority
Nikki Diaz, Valley Transportation Authority

Consultant Team

Ascent (Urban & Environmental Planning)
Christine Babla, Project Director
Anh Thai, Deputy Project Manager
Chelsey Payne, Director of Urban Planning
Sangwoo Lee, Former Senior Urban Designer
Matt Gelbman, Senior Planner
Angela Khermouch, Urban Designer
Paul Kronser, Urban Planner, Engagement Coordinator
Veronica Alatorre, Urban Designer
Pat Angell, Environmental Project Director
Claudia Watts, Environmental Project Manager

Plan to Place (Community Outreach)
Dave Javid, Principal
Rachael Sharkland, Community Engagement Specialist

BAE Urban Economics (Economics & Finance)
David Shiver, Principal
Chelsea Guerrero, Project Manager

Greensfelder Commercial Real Estate (Retail Strategy)
David Greensfelder, Managing Principal

Fehr & Peers (Transportation Planning)
Robert Rees, Principal
Mark Soendjojo, Project Manager
Ellen Polling, Former Project Manager
Daniel Rubins, Senior Associate

BKF Engineers (Utilities Infrastructure)
Kevin Wong, Senior Associate Principal
Isaac Birocci, Project Manager

01 INTRODUCTION

02 THE GATEWAY - MAIN STREET VISION

03 LAND USE AND ZONING

04 OBJECTIVE DESIGN STANDARDS

05 MOBILITY

06 PUBLIC REALM

07 INFRASTRUCTURE AND PUBLIC SERVICES

08 ADMINISTRATION AND IMPLEMENTATION

FIGURES

01 INTRODUCTION

02 THE GATEWAY-MAIN STREET VISION

03 LAND USE AND ZONING

04 OBJECTIVE DESIGN STANDARDS

05 MOBILITY

06 PUBLIC REALM

07 INFRASTRUCTURE AND PUBLIC SERVICES

TABLES

VISION

The Gateway -
Main Street Specific Plan Area
is envisioned as a vibrant center for Milpitas,
where attractive neighborhoods and distinctive
shopping streets provide a gathering place
at the heart of the community.

01

INTRODUCTION

Overview

The Gateway-Main Street Specific Plan, formerly Midtown Milpitas Specific Plan, addresses the city's western gateway at Calaveras Boulevard and its connection to the historic commercial core of Milpitas along Serra Way and Main Street. The Specific Plan updates the vision, standards, and policies of the Milpitas Midtown Specific Plan, first adopted in 2002 and last updated in 2010. It implements the General Plan vision to rebrand Midtown Milpitas to the Gateway-Main Street area, with a renewed focus on revitalizing Main Street as the community's historic town center, while also improving Calaveras Boulevard as a key city and regional arterial.

1.1 Specific Plan Area

The City of Milpitas is a thriving community with a population of over 80,000 residents as of 2020. Located in northern Santa Clara County within the larger South San Francisco Bay Area or Silicon Valley region, Milpitas is north of San Jose and east of Santa Clara, Sunnyvale, and Mountain View. Milpitas is known as the "Crossroads of the Silicon Valley," connected by Interstate 880 (I-880) and State Route 237 (Highway 237) to many of the high-technology businesses and manufacturing companies in the area. Milpitas is served by the I-880, I-680, and Highway 237 freeways, and the County-managed Montague Expressway, as shown in Figure 1-1.

The Gateway-Main Street Specific Plan Area (Specific Plan Area or Plan Area), encompassing Calaveras Boulevard, Main Street, and the former Midtown Milpitas area, is approximately 605 acres and bordered by I-880 to the west, the Union Pacific Railroad (UPRR) tracks to the east, and the Great Mall Parkway to the south (Figure 1-2). Two heavy rail lines, the UPRR freight line and Bay Area Rapid Transit (BART) commuter rail line, traverse the Plan Area on the east. The Santa Clara Valley Transportation Authority (VTA) operates light rail transit (LRT) service, with a stop along Great Mall Parkway, at the Great Mall Station, and interconnecting bus lines serving the Plan Area. The Plan Area is also located north of the Metro Plan Area and east of San Jose's "Golden Triangle," an area bound by Highway 101, Highway 237, and I-880 that is continuing to develop with new high technology jobs, housing, retail, entertainment, and hospitality services.

Milpitas has a bustling high-technology sector and boasts one of the most diverse communities in Silicon Valley. Approximately 68% of residents identify as Asian and an additional 14% identify as Hispanic or Latino according to the US census data. With its central Bay Area location and the addition of the BART station, the Plan Area is well-positioned to serve as a thriving urban and cultural center for the city and region that can support new infill housing, retail, and business uses within a high-quality, pedestrian-oriented environment.

1.1.1 HISTORY OF MILPITAS

The crossroads of Alviso Road with Old Mission Road, which connected El Pueblo San Jose to Mission San Jose, is where the town of Milpitas developed, serving as a nucleus for businesses that catered to travelers (saloons, restaurants, blacksmiths, service stations, and hotels) and those that supplied the local population (general stores, meat markets, lumber yards), and housing the working population of merchants, railway employees, and others.

The Southern Pacific Railroad line between Stockton and San Jose reached Milpitas in 1869, leading to the development of new commercial enterprises and Milpitas' position as an important shipping point for a rapidly growing valley of local farmers. In the 1920s, the construction of the San Jose branch of the Western Pacific Railroad gave the community access to a second rail line.

Milpitas experienced a period of rapid expansion and population growth between the 1950s and 1990s when the Ford Motor Company moved to Milpitas in 1953 and began constructing an assembly plant in the strip of land between the two railroad tracks, near what is now the Great Mall. The town of Milpitas was incorporated in 1954 and became one of the fastest growing areas in Santa Clara County and in the state and nation. At the time of incorporation, Milpitas covered a 2.9 square mile area and had a population of 825. By 1964, the city covered 8.7 square miles and the population had grown to 16,000. With the computer boom of the 1980s, Milpitas transitioned into a thriving high-technology hub and became home to several major companies, growing to a population of 50,000 people by the early 1990s.

Historic Milpitas in the 1940's

Figure 1-1 Regional Location

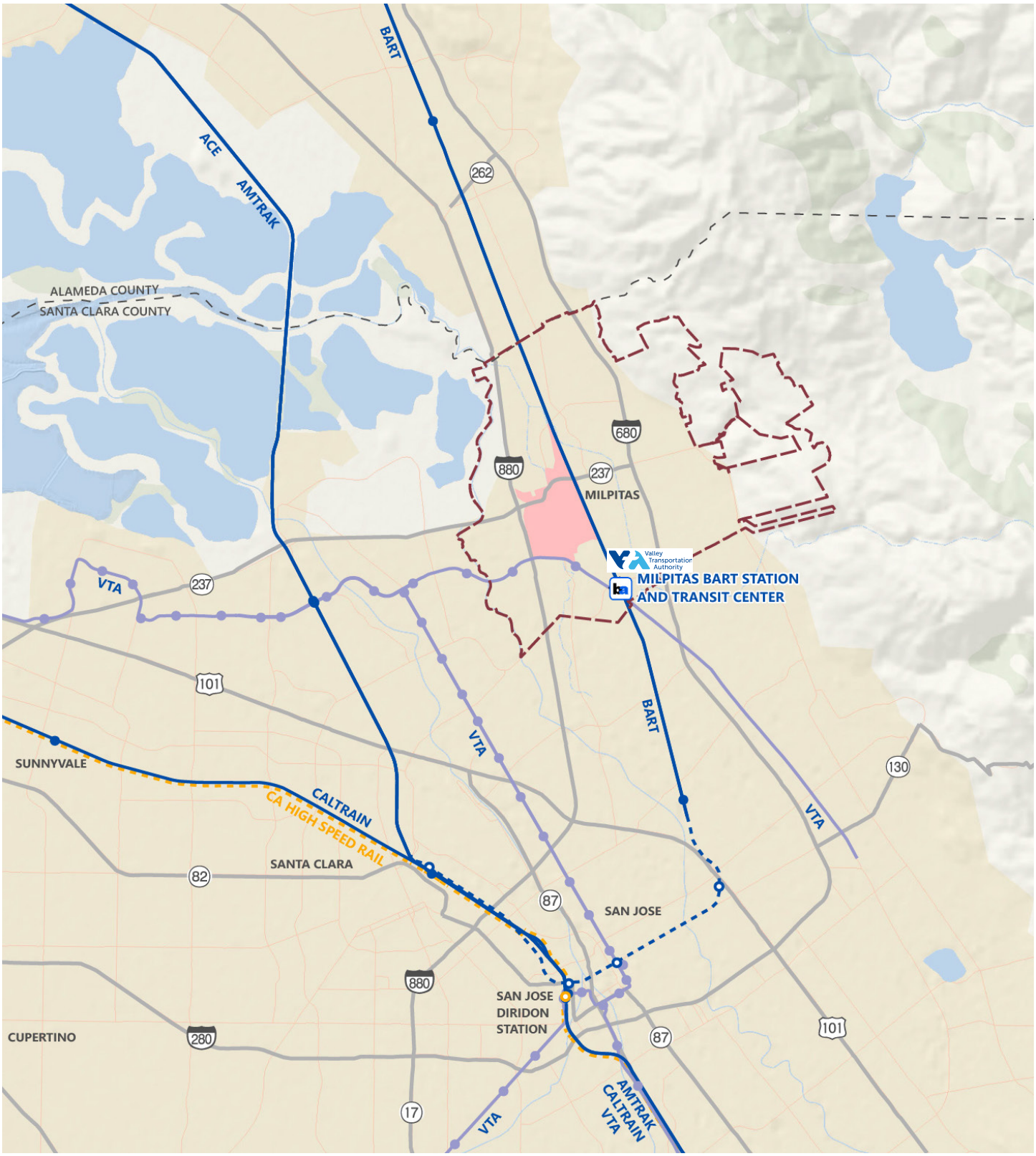
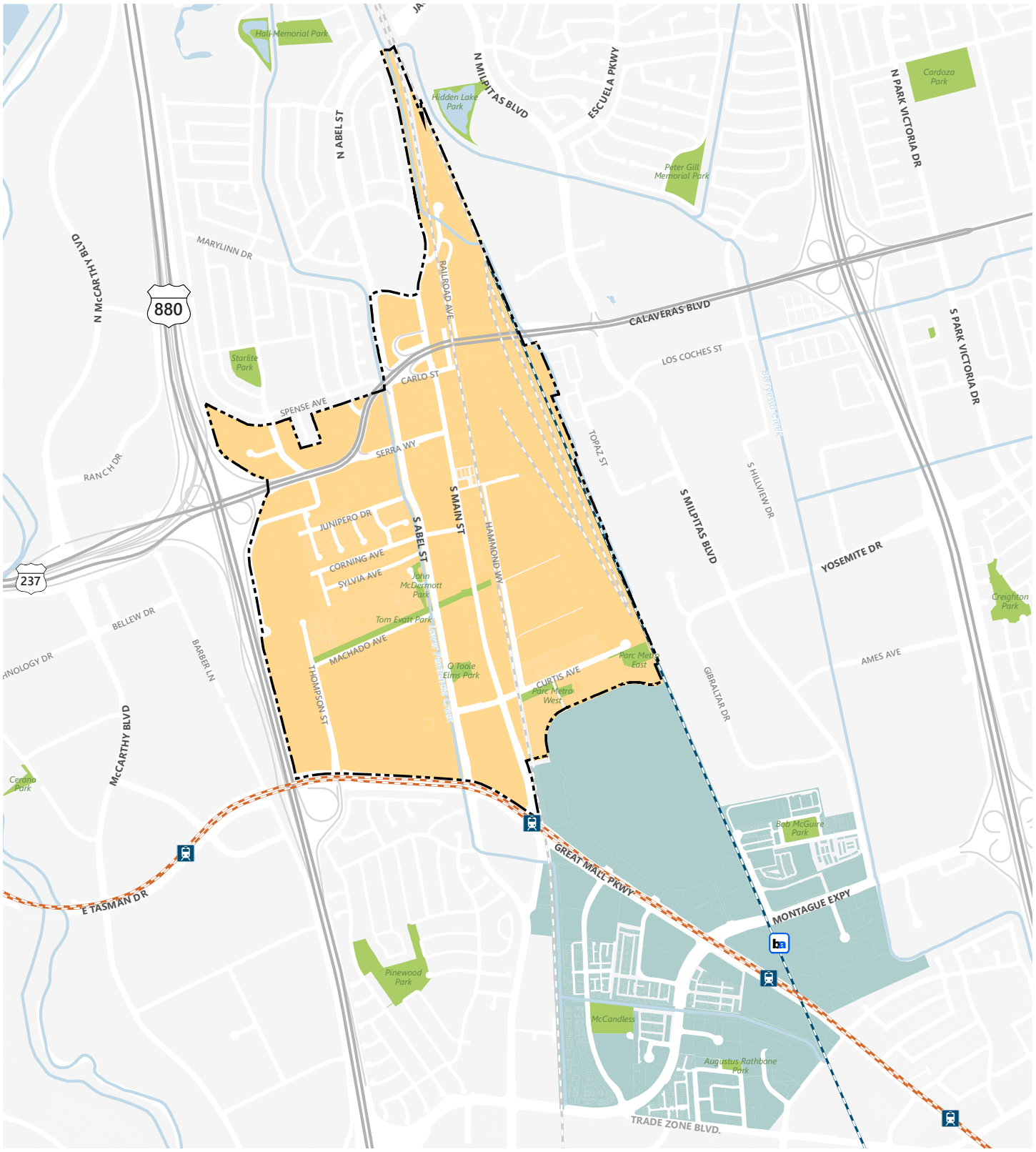


Figure 1-2 Specific Plan Area



1.2 Purpose

The purpose of the Gateway-Main Street Specific Plan is to:

- Guide land use and development consistent with the General Plan.
- Reflect the community aspirations to enhance Main Street the historic heart and cultural center of the community.
- Implement the City's economic development strategy and help facilitate public and private investment in the Specific Plan's Focus Areas.
- Preserve and enhance existing neighborhoods.
- Plan for the future transition of Urban Reserve lands (see page 20).

This Specific Plan has been prepared in accordance with California Government Code Sections 65450 through 65457 in compliance with the requirements of the California Environmental Quality Act (CEQA). A Specific Plan implements the General Plan and is long-range, guiding development within its boundaries over the next 20 years. This Specific Plan has been developed recognizing that future development and improvements will be phased incrementally over time, as some areas of the Plan Area may be ready for development or redevelopment, while others may transition over a much longer-term time frame.

Invest in new streetscape and parking improvements on Main Street that can spur future business investments.

Establish Main Street as the historic and cultural center of the community.

1.3 Specific Plan Organization

The Gateway-Main Street Specific Plan consists of eight chapters, summarized in the following overview.

01 INTRODUCTION

This chapter describes the purpose and context, planning and outreach process, and relationship of the Specific Plan to other regulatory planning documents.

02 THE GATEWAY-MAIN STREET VISION

This chapter establishes the overall vision and guiding principles for the Specific Plan Area, including the vision for focus area districts, neighborhoods, and urban reserve areas.

03 LAND USE AND ZONING

This chapter establishes the land use and zoning to implement the Specific Plan. It also provides the general and district development standards regulating private property, including allowed density, intensity and heights, setbacks, open space, landscaping, and parking standards.

04 OBJECTIVE DESIGN STANDARDS

This chapter implements the Specific Plan vision by establishing the site, landscaping, building, and pedestrian level design guidelines and standards that apply to the Specific Plan Area.

05 MOBILITY

This chapter addresses mobility, access, and parking, including roadway and streetscape design, transit, bike, pedestrian, intersection, and parking improvements.

06 PUBLIC REALM

This chapter guides and regulates the design of parks, open spaces, and public spaces, including elements of the streetscape, landscape, branding, placemaking,and signage.

07 INFRASTRUCTURE

This chapter describes the additional infrastructure and services needed to serve the implementation of the projected Specific Plan growth.

08 ADMINISTRATION AND IMPLEMENTATION

This chapter summarizes the process for the review and administration of subsequent project developments in the Specific Plan. It also identifies the implementation actions, responsibilities, and potential funding opportunities to help realize the vision of the Specific Plan.

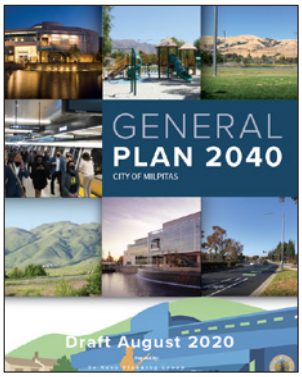
1.4 Relationship To Other Plans

The City of Milpitas has a number of plans that overlap with or impact the strategies proposed in the Gateway-Main Street Specific Plan. These plans are described below in relationship to how they apply to the Specific Plan.

"The revitalization of Main Street into a more vibrant, walkable district is one of the major goals of this planned update to the Midtown Specific Plan"

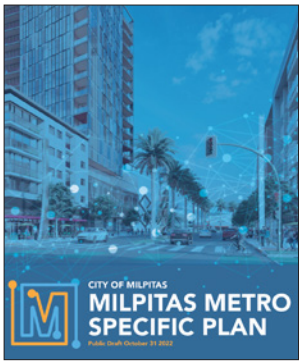
MILPITAS MIDTOWN SPECIFIC PLAN

The Milpitas Midtown Specific Plan, adopted in 2002 and updated in 2010, is the predecessor plan to the Milpitas Gateway-Main Street Specific Plan. Its aim was to respond to a series of development activities in the Midtown area, including the construction of new housing, reinvestment in the Great Mall, and the future extension of the VTA Light Rail Transit line and BART to the area, by creating a cohesive Specific Plan for Midtown. The Gateway-Main Street Specific Plan boundaries have been updated from the Midtown Specific Plan boundaries, as areas south of Great Mall Parkway have been removed, and other edges have been refined to reflect a renewed focus. The Midtown Specific Plan was intended to guide the Plan Area for 20 years, on track with the development of this Specific Plan.



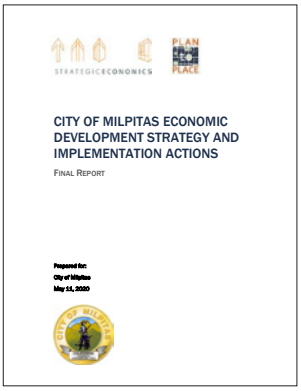
CITY OF MILPITAS GENERAL PLAN 2040

The General Plan 2040, adopted in 2021, is the guiding, long-term plan and policy document for the physical development of the City through 2040. The General Plan provides high-level goals and policies for this Plan Area, to guide its development as a mixed-use, main street with a variety of residential, commercial, civic, and cultural uses. It envisions the Plan Area as a compact and walkable neighborhood that serves as the historic and cultural hub for the city. Goals and policies relevant to the Plan Area are highlighted on the following page.



MILPITAS METRO SPECIFIC PLAN

The Milpitas Metro Specific Plan, adopted in 2023, is an update to the 2008 Milpitas Transit Area Specific Plan. The Metro Plan aims to continue the transformation of the approximately 510-acre plan area surrounding the VTA and BART transit lines from an industrial, auto-oriented neighborhood to a livable, connected and transit-oriented neighborhood. The Plan establishes a series of standards and guidelines to guide the area's development towards this goal. Figure 1-2 shows the boundaries of the Metro Specific Plan in relation to the Milpitas Gateway-Main Street Specific Plan.



MILPITAS ECONOMIC DEVELOPMENT STRATEGY AND IMPLEMENTATION ACTIONS

The May 2020 City of Milpitas Economic Development Strategy and Implementation Actions serves as a policy guide for near-term economic development activities and identifies strategies and implementation actions throughout the city. The Economic Development Strategy identifies the need to rebrand Midtown and position it as a community destination for local retail and restaurants, as well as other new commercial development and business activity at the Serra Center and freeway-fronting businesses along Abbott Avenue.

CITY OF MILPITAS GENERAL PLAN 2040

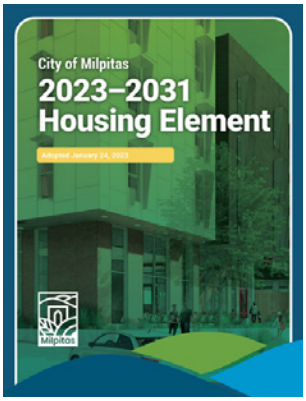
The City of Milpitas General Plan 2040 was adopted in March 2021, and identifies the following goals and policies for the Plan Area:

- **LAND USE ACTION LU-2A:** *Maintain and implement the Gateway-Main Street Specific Plan goals, policies, and development standards and guidelines to create a mixed-use community that includes high-density, transit-oriented housing and a central community 'gathering place' while maintaining needed industrial, service, and commercial uses.*
- **ECONOMIC DEVELOPMENT ACTION ED-3H:** *Work with property owners to facilitate development of vacant and underutilized properties on Main Street to achieve the highest and best use.*
- **COMMUNITY DESIGN GOAL CD 6-10:** *Encourage enhancements to Abel Street, Calaveras Boulevard, (and others) that improve the corridors' aesthetics, safety, and mobility for all users, including pedestrians, bicyclists, and transit riders. Enhancements may include, but are not limited to, street lights, street trees and landscaping, pedestrian amenities, bike racks, public art, bulb-outs and other traffic control devices, pedestrian refuge islands, and enhanced crosswalks.*
- **COMMUNITY DESIGN GOAL CD 8-2:** *Identify entries to the city and special districts (California Circle, Civic Center, Midtown, McCarthy Ranch, Transit Area, and others) with special features. Install city identification signs including distinctive landscaping and lighting or other markers at community gateways to signify entry. Anchor gateway intersections with landmark buildings that incorporate distinctive architectural character and activate the area. Orient landmark buildings to face and frame the corners of intersections.*
- **COMMUNITY DESIGN GOAL CD 8-3:** *Develop major gateway intersections such as I-880/Calaveras Boulevard, I-680/Calaveras Boulevard, and Montague Expressway/Great Mall Parkway with signage, distinctive lighting, and abundant landscaping, using tall trees and underplantings.*
- **COMMUNITY DESIGN GOAL CD 8-5:** *Construct landmarks to support wayfinding at key locations throughout the city, such as entries to Midtown, the Transit Area, and other districts, historic neighborhoods, points of interest, significant buildings, public and civic spaces, and natural features.*
- **PARKS, RECREATION AND OPEN SPACE ACTION PROS-1K:** *During subsequent updates to Specific Plans within Milpitas, review established park standards and explore opportunities to increase requirements for publicly-accessible parks and recreation facilities within these Plan Areas.*

MILPITAS ECONOMIC DEVELOPMENT STRATEGY

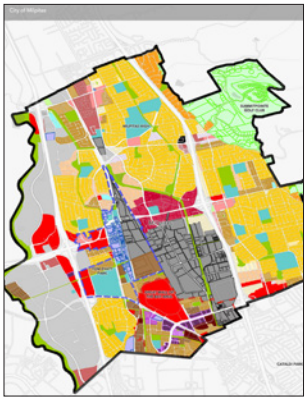
The Milpitas Economic Development Strategy identifies the rebranding of Midtown through this Specific Plan, and the following associated actions:

- **ACTION 31:** *Position Midtown as a community destination for local, independent retail and restaurants.*
- **ACTION 31.1:** *Use the Midtown Specific Plan update process to identify appropriate locations for concentrating new commercial development and business activity.*
- **ACTION 31.2:** *Lead area planning efforts to redevelop Serra Center, incorporating surrounding properties owned by the Milpitas Unified School District (MUSD) and the County of Santa Clara.*
- **ACTION 31.3:** *Provide technical support for property owners and business owners on Main Street to explore and assist with forming a property-based business improvement district (PBID), including potentially funding services for a district formation consultant.*
- **ACTION 31.4:** *Identify necessary public improvements in the Midtown area via the Specific Plan update process and develop an impact fee or other financing mechanism for new development projects to contribute toward these improvements.*
- **ACTION 31.5:** *Through the Specific Plan update process, explore reducing parking requirements and other zoning requirements/processes to help facilitate establishing restaurant and retail uses in Midtown.*
- **ACTION 31.6:** *Work with businesses in Midtown to explore and implement rebranding of the area, including possible funding from a new area PBID.*



HOUSING ELEMENT

The City of Milpitas 2023-2031 6th Cycle Housing Element, adopted in 2023, analyzes the city's housing needs, assesses past accomplishments, and identifies opportunities for future residential development in the City. It aims to promote and preserve housing, while furthering other goals as laid out in the General Plan, including building vibrant and walkable neighborhoods and maintaining an equitable balance of land uses. The Housing Element is consistent with the goals and policies of the General Plan. Included in the Housing Element are sites within the Plan Area that have been identified as opportunity sites for future housing development. This Specific Plan incorporates and provides further guidance as to how these identified opportunity sites can develop.

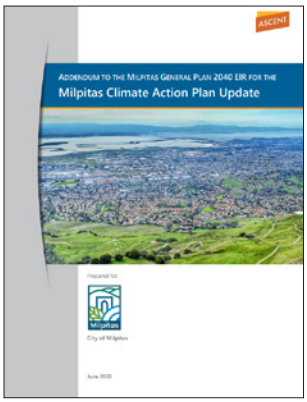


CITYWIDE ZONING ORDINANCE

The Citywide Zoning Ordinance (Zoning Ordinance) contains the land use, zoning, and development standards regulating private and public lands, buildings, and structures within the City of Milpitas. Allowed land uses and development regulations, including building scale, density and intensity, setbacks, landscaping, parking, open space, and signage standards are governed by the Zoning Ordinance, except as may otherwise be permitted by this or other adopted Specific Plans in the city and the Citywide Objective Design Standards. The Zoning Ordinance also describes the application and development review process, interpretation, appeal, enforcement, and other administrative procedures in the city.

CITYWIDE OBJECTIVE DESIGN STANDARDS

The Citywide Objective Design Standards, adopted in 2022, provide design standards and guidelines for residential multi-family and mixed-use development projects within the City of Milpitas. The Objective Design Standards include regulating elements, such as setback and height limits, alongside design guidelines for site and building design to support high-quality development that is appropriate to the area's context and environment. The intent is to provide city-wide regulations that allow for flexibility of design and facilitate an efficient review process, resulting in development that is cohesive with the city's existing fabric. The Citywide Objective Design Standards apply to, and supplement, the regulations in the Gateway-Main Street Specific Plan unless otherwise stated in this document.



CLIMATE ACTION PLAN UPDATE

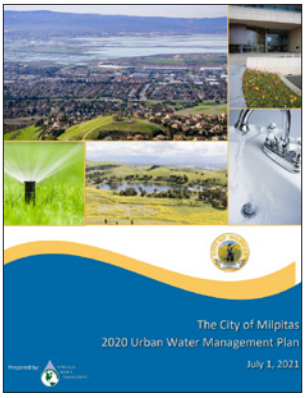
The City of Milpitas Climate Action Plan (CAP) Update was adopted in 2022 and identifies the near- and long- term strategy for reducing community-wide Greenhouse Gas (GHG) emissions and meeting state climate goals. The Climate Action Plan Update has two overarching goals: (1) to reduce GHG emissions from local activities to achieve the City's target of achieving carbon neutrality by 2045 and (2) to build community resilience to prepare for and adapt to the impacts of climate change. The Climate Plan Update provides a variety of strategies and measures to work towards achieving these goals.

PARKS AND RECREATION MASTER PLAN UPDATE

The Parks and Recreation Master Plan Update, adopted in 2021, is a visioning document that identifies potential policy changes and enhancement projects for the city's public parks that if implemented will improve the public park and recreation system in the city. Included in the plan is a prioritization criterion for projects to help decision-makers match available funds to projects over the next 20 years. The Parks and Recreation Master Plan coordinates with the open space goals of the General Plan by identifying strategies to both address current recreation needs and plan for the changing needs related to future growth. The Gateway-Main Street Specific Plan integrates and builds upon the open space recommendations included in the Parks and Recreation Master Plan.

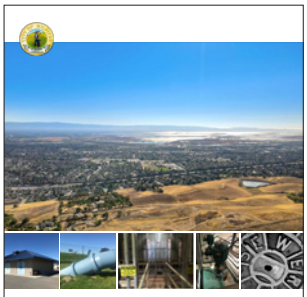
MILPITAS TRAIL, PEDESTRIAN, AND BICYCLE MASTER PLAN

The Milpitas Trail, Pedestrian, and Bicycle Master Plan, adopted in May 2022, identifies a comprehensive network of trails and paths to enhance walking and cycling throughout the city. The Plan emphasizes the integration of safe and connected routes, promoting active transportation, and fostering a healthier, more sustainable community for residents and visitors. The Gateway-Main Street Specific Plan integrates and furthers the recommendations of the Trail, Pedestrian, and Bicycle Master Plan.



URBAN WATER MANAGEMENT PLAN

The Urban Water Management Plan is a planning tool that guides long-term water decisions to ensure the City of Milpitas can meet its future water supply needs. It establishes water supply and demand projections based on projected population growth and identifies a Per capital water use goal. The Milpitas Gateway-Main Street Specific Plan incorporates the recommendations of the Urban Water Management Plan to ensure future development within the plan area meets the city's water supply goals.



City of Milpitas Sewer Master Plan

WATER, SEWER, AND STORM DRAIN MASTER PLANS

The Water, Sewer, and Storm Drain Master Plans were comprehensively updated between 2020 and 2021 to coordinate unit water use factors, wastewater generation factors, and land use planning assumptions. These Master Plans provide a comprehensive review and evaluation of the City's existing and future water, sewer, and storm drain system needs. Additional context and information on the Water, Sewer, and Storm Drain Master Plans is provided in the Specific Plan Infrastructure chapter.

URBAN FOREST MANAGEMENT PLAN

The Urban Forest Management Plan includes an inventory of the city's trees and provides recommendations for existing tree maintenance and new tree planting. The Urban Forest Management Plan should be consulted for guidance related to the design of open space and the selection of street trees in the Plan Area.

CONCEPTUAL HISTORIC RESOURCES MASTER PLAN

The Conceptual Historic Resources Master Plan, adopted in 1993, sets forth the general goals, objectives, and policies for a historic preservation program in Milpitas. The Plan identifies historic sites in need of protection and makes recommendations for City-owned historic resources.

1.5 Planning Process

The development of the Gateway-Main Street Specific Plan was informed by an extensive planning and public engagement process, led by the consultant team with guidance from the City's Planning Department in coordination with other City departments and staff.

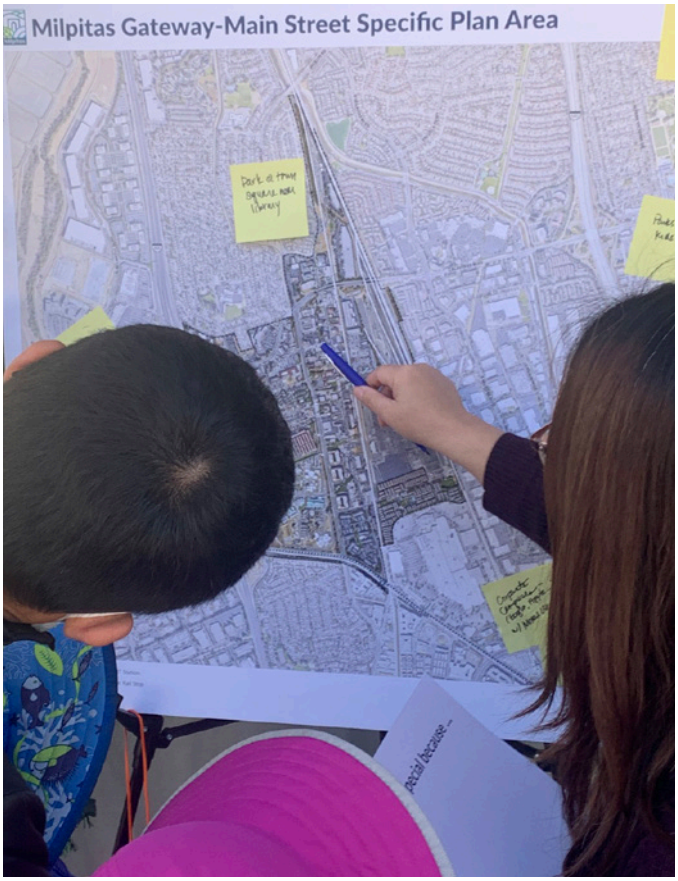
1.5.1 PROJECT PHASES

The Specific Plan process consisted of the following five phases as summarized in Figure 1-3:

1. Existing Conditions.
2. Community Visioning.
3. Plan Framework & Strategies.
4. Draft Plan & Environmental Impact Report (EIR).
5. Final Plan/Adoption.

Figure 1-3 Specific Plan Project Phases

The Gateway-Main Street Specific Plan project website was used as a tool to share information and updates on the project planning process.



The pop-up event at Holiday Magic on Main Street provided an opportunity to promote community participation in the project planning process.

1. EXISTING CONDITIONS

In the Existing Conditions phase, site visits were conducted and the existing physical, regulatory, and economic context of the Plan Area were analyzed and summarized in the following background reports:

- Land Use, Zoning, and Urban Form Analysis, May 2022.
- Milpitas Gateway-Main Street Specific Plan Market Study, April 2022.
- Milpitas Gateway-Main Street Specific Plan Existing Transportation Conditions, Issues, and Opportunities Memorandum, May 2022.

An opportunities and constraints analysis was prepared to identify priority opportunity sites and conditions related to land use and development, as well as potential circulation and infrastructure improvements. These findings and priorities were used to gather input from the community and guide the subsequent phases of the Specific Plan process.

2. COMMUNITY VISIONING

The Community Visioning phase consisted of a series of engagement events, to understand the needs and desires of the community, local stakeholders, and the City, and described in more detail in Section 1.5.2. This consisted of the following outreach activities:

- A series of Community Conversations about the future of Main Street.
- A community pop-up event at Holiday Magic to publicize the Specific Plan project to the community.
- Stakeholder interviews with property and business owners, developers, and the real estate community.
- A Community Visioning Workshop to introduce the project and gather input through guided discussion on the community's vision and priorities for the Plan Area.

Input from these outreach activities provided direction on the community's preferences for the desired land use, urban form, and open space priorities for the Plan Area. Additionally, brainstorming sessions with City staff and Technical Advisory Committee (TAC) meetings were conducted to discuss the context, issues, and opportunities of the Plan Area and confirm the emerging community vision and guiding principles that should set the course for the Specific Plan.

3. PLAN FRAMEWORK AND STRATEGIES

Based on the community's vision and guiding principles, a series of development framework diagrams were prepared to summarize land use and development concepts, mobility/connectivity, parks and open space, and streetscape and branding concepts. Development feasibility testing was conducted on a series of opportunity sites to evaluate building typologies, uses, and intensity in relation to market feasibility. A preferred Master Plan concept was developed to study the development potential of the Plan Area, including potential strategies for placemaking, and implementing the City's housing, economic development, and greenhouse gas emission reduction goals.

4. DRAFT PLAN AND EIR

A preferred Master Plan vision and series of framework concepts for the Gateway-Main Street area were prepared, which serve as the basis for the development of the Specific Plan elements, addressing land use and urban form; economic development and retail strategies; mobility, circulation, and parking; public realm improvements, placemaking and branding; infrastructure; and implementation. An Environmental Impact Report was prepared to analyze the impacts of the Specific Plan, following CEQA Guidelines and procedures. Based on comments received from the community and coordination with City staff, a Final EIR/ Response to Comments was prepared and distributed for public review (to be completed in Late 2024).

5. FINAL PLAN

The Final Plan/ Adoption phase encompasses the final updates to the Specific Plan and associated environmental documents, following the adoption of the Specific Plan and certification of the EIR by the City Council.

1.5.2 COMMUNITY ENGAGEMENT

Throughout the Specific Plan process, a series of outreach events were held to gather community input, and establish the vision for the Gateway-Main Street Specific Plan. Input was received from community members, property owners, business stakeholders, and community leaders as summarized on the following pages.

PROJECT WEBSITE

The project team worked with the City to create a project website: www.milpitasmainstreet.org. The website was used to publicize major project updates, share Specific Plan resources and the project timelines, and advertise upcoming community engagement activities, including workshops, public surveys, and public review draft documents.

POP-UP EVENTS

The project planning team hosted a Pop-up Event at Holiday Magic on Main Street in December 2021 to engage with the community in the heart of the Plan Area. This provided an opportunity to advertise and share information about the project and solicit feedback from people attending the event on their vision and big ideas for Main Street.

COMMUNITY CONVERSATIONS

Prior to the initiation of the Specific Plan, the City of Milpitas hired Catalyze SV to help facilitate three virtual workshops in Spring 2021 to discuss the redevelopment of Main Street with various stakeholders. Each conversation focused on different aspects of the future of Main Street and included a presentation, virtual site walk, small group discussion, and report back to the larger group. The topics of the conversations included:

- Community Conversation #1: Small Business and Economic Development, April 29, 2021.
- Community Conversation #2: Housing, May 27, 2021.
- Community Conversation #3: Historical and Cultural Resources, June 24, 2021.

STAKEHOLDER INTERVIEWS

At the start of the Specific Plan process, the project team conducted a series of stakeholder interview sessions in small group settings, to gather targeted feedback on the Plan Area and focus areas. Participating stakeholders included property owners, business representatives, neighborhood associations, developers, and real estate professionals. These meetings allowed those who participated to provide input and context regarding existing issues and opportunities within the Plan Area.

WHAT WE HEARD

Participants shared a wide range of feedback throughout the process, summarized into the following recurring themes:

- **Enthusiasm for the project and concepts addressing Main Street, streetscape improvements, and active outdoor spaces including outdoor dining along retail paseos, the need for more trees and green space, a central destination for the community, and places "to be."**
- **A sense of urgency that improvements are needed to enhance the character, sense of place, safety, and access, which will help address traffic and promote other modes of transportation, including walking, biking and public transportation.**
- **Interest in diverse housing and places to go/be, which includes creating a downtown with improved livability, housing choices for families, seniors, and first time buyers that include active outdoor spaces for the community.**
- **Recognize potential for development in the Crossroads which is currently a large, urban setting and serves as a key gateway to the downtown core.**
- **Improve safety for pedestrian and bike access along Calaveras Boulevard, Main Street, and Serra Way that is designed to connect to transit, retail and public amenities, open space, and the greater Milpitas.**
- **Create opportunities for urban parks and activity hubs where people can meet and gather that is publicly accessible and includes open space and pedestrian amenities.**

COMMUNITY WORKSHOPS

A series of community workshops were conducted to engage the community and gather feedback on their vision and preferences for the Gateway-Main Street area, share preliminary planning concepts, and progress updates. These workshops were conducted using a virtual platform where participants had opportunities to provide feedback through interactive exercises and have space to have conversations and ask questions.

Community Workshop #1

Community Workshop #1 was held virtually on June 29, 2022. The main purpose of the community workshop was to provide an overview of the project and timeline, introduce the focus areas being considered, and gather input on key project components (housing and development, open space and public realm and transportation and access) through break-out rooms and interactive feedback exercises with workshop participants.

Community Workshop #2

Community Workshop #2 was held virtually on February 13, 2023 and provided the community with an update on the emerging project vision and framework, reviewed community engagement to date, and allowed the project team to gather feedback about specific land use, mobility and public realm proposals in three Focus Areas within the plan area boundary. Feedback received during the workshop helped guide the project team in refining the plan scenarios and strategies presented in the Specific Plan.

ONLINE SURVEYS/ FEEDBACK FORMS

In conjunction with each workshop, an online survey/ feedback form was used to gather additional feedback from those that missed the virtual community workshops or wanted to provide additional feedback. The survey process was intended to parallel each virtual workshop by providing an opportunity to respond to the same exercises that virtual workshop participants responded to. The surveys were made available to the community on the project website for at least one month following each workshop, with wide advertisement, and the results were summarized and shared on the project website.

TECHNICAL ADVISORY COMMITTEE (TAC)

The project team met periodically with the Technical Advisory Committee (TAC), comprised of representative city departments and other public agency partners, including the Santa Clara Valley Transportation Authority (VTA). These meetings were used to discuss and review the key deliverables, including existing conditions and opportunities, plan framework diagrams and strategies, economic feasibility studies, and provide input on the Draft Specific Plan.

PLANNING COMMISSION & CITY COUNCIL STUDY SESSIONS

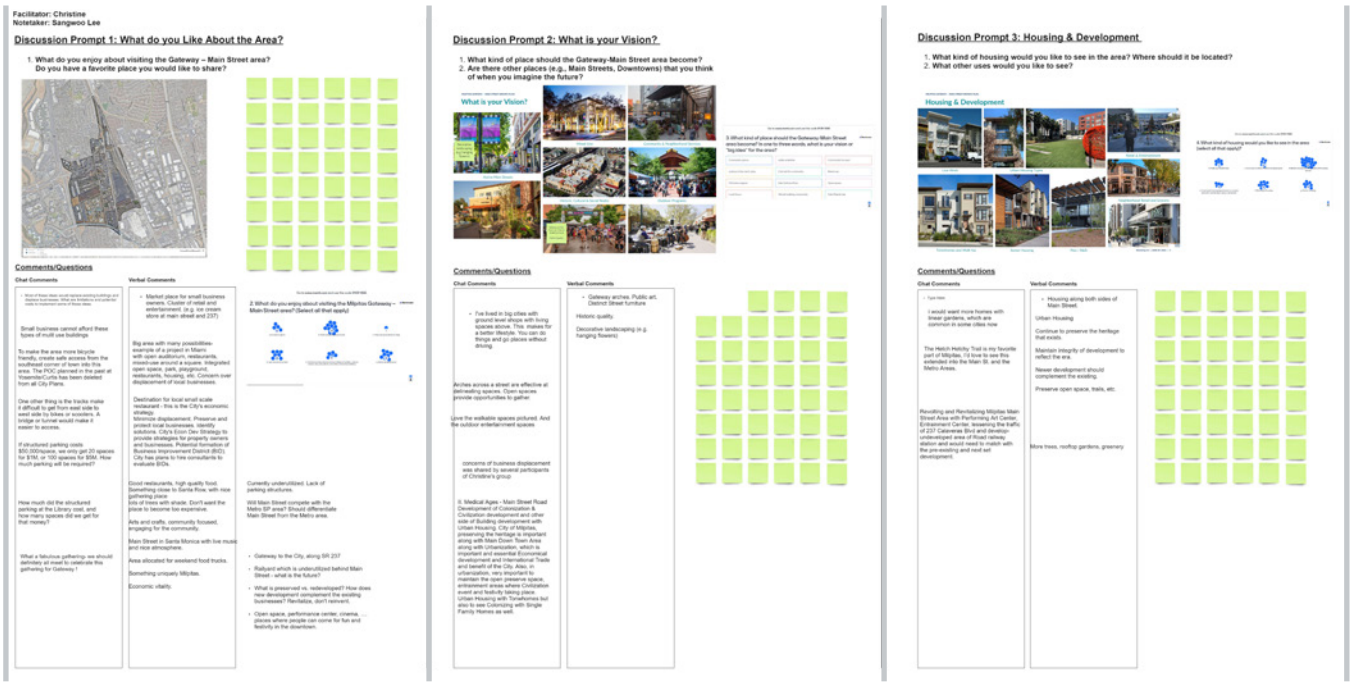
The Specific Plan process engaged the Planning Commission and City Council in study sessions on May 17th and 25th, 2022 to summarize the key findings from the Existing Conditions process and seek feedback on the priorities for the Specific Plan focus areas. A second City Council study session was conducted on April 25th, 2023 to share the visioning input received from the community, present and seek input on the Specific Plan guiding principles, market feasibility analysis and developing strategies, and emerging focus area concepts.

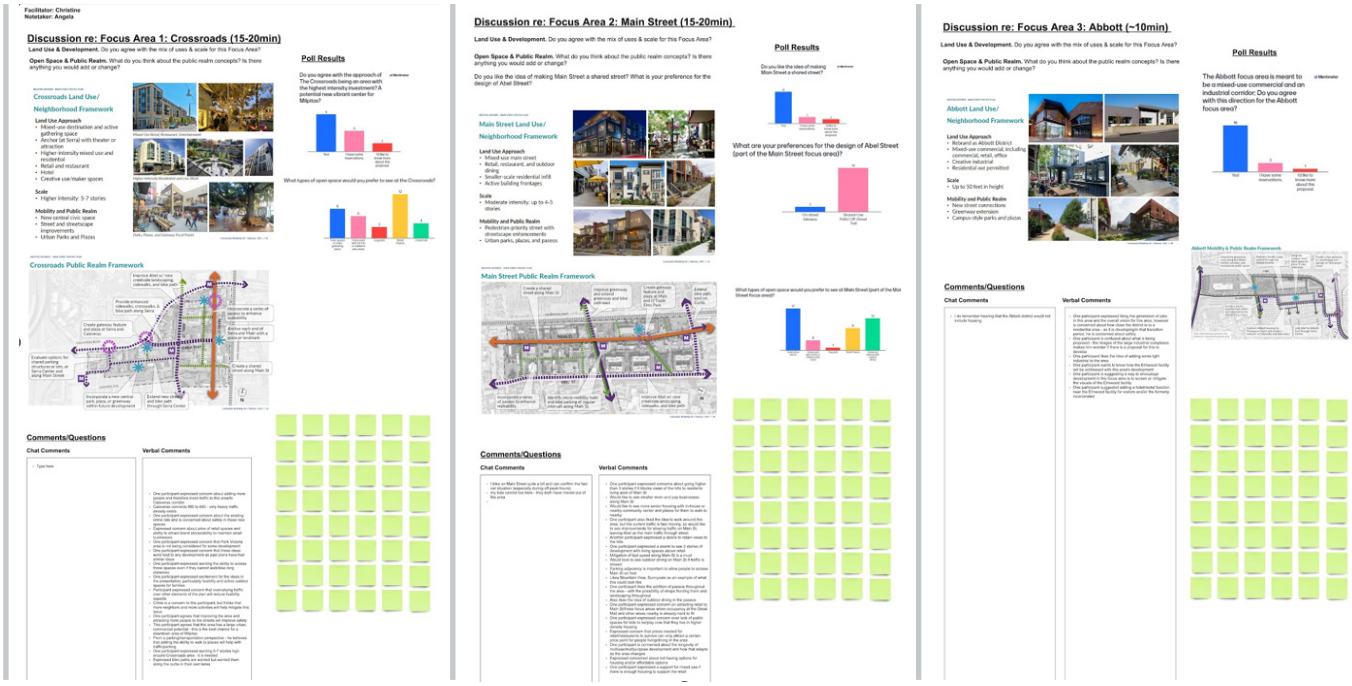
OUTSIDE COMMITTEE PRESENTATIONS

The City presented project updates to various groups in the community, including to the:

- **Community Development Roundtable** on February 17, 2022, February 16, 2023, and May 19, 2023, bi-monthly roundtable discussions with developers hosted by the city, to share and receive feedback on the Specific Plan progress. Participants of these roundtable meetings generally expressed support for the Specific Plan strategies and policies during these meetings.
- **Council Ad-Hoc Main Street Revitalization Subcommittee** at its meeting on April 12, 2022, to share the key findings from the project Land Use, Zoning, and Urban Form Analysis. Staff received feedback to thoughtfully incorporate new housing along Main Street while maintaining and strengthening the neighborhood commercial character and find solutions to provide better parking opportunities throughout the corridor.

Thank you to everyone that attended **Community Workshops #1 and #2!**





Workshops 1 & 2 included a presentation, interactive exercises and discussion, followed by on-line surveys. A recording and summaries of the community input were made available on the project website.

02

THE GATEWAY - MAIN STREET VISION

OVERVIEW

This chapter describes the framework, vision, and guiding principles that serve as the foundation for the Specific Plan. The vision and plan concepts reflect the vision to transform Main Street from an auto-oriented street to a walkable and pedestrian-friendly district with a mix of shops and services, cultural attractions, and outdoor spaces for shopping, dining, strolling, and public gathering.

01 VISION AND PLACEMAKING

A Vibrant Center and Entertainment District for the City of Milpitas

The Gateway-Main Street Area is a central destination for the Milpitas community, composed of districts and neighborhoods organized around nodes of activity.

Guiding Principles:

- Make this the heart of Milpitas and a downtown retail and entertainment district.
- Improve the Gateway-Main Street Area with high quality development, landscaping, and streetscape design.
- Integrate signage and branding to distinguish the Gateway-Main Street Area as the downtown for Milpitas.
- Develop and distinguish special places to integrate an element of discovery and create identities for distinct neighborhoods.
- Preserve and commemorate historic places through interpretative signage.

02 LAND USE AND DEVELOPMENT

A Downtown Mixed-Use Destination

Main Street and surrounding districts will evolve into more walkable places supported by commercial retail, entertainment, and employment uses, civic and cultural anchors, and infill residential and neighborhood service nodes.

Guiding Principles:

- Integrate a mix of housing types, scales, and affordability, including mixed-use, housing for families, smaller unit homes, live-work, senior housing, and affordable housing.
- Bring walkable, pedestrian-friendly retail, grocery stores, restaurants/outdoor dining, and places “to be”.
- Add housing throughout to support new businesses and create activity on the street, with emphasis along Main Street and at the Crossroads.
- Distinguish key gateways on Calaveras Boulevard along Serra Way and at Main Street with distinct architecture, branding, landscaping, and streetscape improvements through interpretative signage.

"The Gateway-Main Street Specific Plan Area is envisioned as a vibrant center for Milpitas, where attractive neighborhoods and distinctive shopping streets provide a gathering place at the heart of the community."

03 MOBILITY AND ACCESS

A Walkable, Bikeable, Transit Accessible Community

New infill housing and mixed-use development in the community will be paired with complete streets, trails, and transit improvements to support a walkable and bikeable urban community.

Guiding Principles:

- Re-design Calaveras Boulevard, Main Street, and Serra Way to incorporate multi-modal transportation options and facilitate walkability, bikeability, and connections to transit.
- Provide new streets and extend existing streets to create a grid of smaller, connected blocks.
- Create a network of bicycle and pedestrian linkages that connect to transit, retail and services, public amenities, and the open space system serving greater Milpitas.
- Integrate multi-modal safety improvements throughout the Gateway-Main Street Area, including crosswalks, enhanced sidewalks, pedestrian lighting, and other amenities.

04 OPEN SPACE AND PUBLIC REALM AMENITIES

Diverse and Meaningful Public Open Space

The Plan builds on the assets of its location to support new public realm streetscape improvements, urban parks, plazas, special gathering places, and connected open space.

Guiding Principles:

- Improve Main Street as a shared street with places for outdoor dining, living, and commercial activity.
- Create smaller, active urban parks, gathering spaces, and special places for people to meet and interact.
- Integrate public art, entertainment, and active programming in public spaces that celebrate the city's history and diversity.
- Improve naturalized areas, open spaces, and the Penitencia Creek with landscaped improvements and inviting pedestrian amenities.

2.1 Plan and Community Vision

For planning purposes, the Plan Area has been organized into four priority focus areas: the Main Street District, the Crossroads District, the Gateway District, and Abbott District. The Plan Area includes two other districts, the Library District and Creekside Industrial District, as well three urban reserve areas, the Elmwood Correctional Facility (Elmwood), the north Union Pacific Railroad yard (North Railyards), and the south Union Pacific Railroad yard (South Railyards). There are also existing single-family residential neighborhoods within and adjacent to the Plan Area, which are considered neighborhood preservation areas. These areas are described below and shown in Figure 2-1.

FOCUS AREAS are areas of the Specific Plan targeted to support redevelopment and infill, including streetscape and open space improvements, connectivity improvements, and district branding. The vision for the Specific Plan's four focus areas, Main Street, Crossroads District, Gateway District, and Abbott District, are presented in the following sections, and include an overview of the district vision for land use, urban form, and the public realm.

EXISTING NEIGHBORHOODS are to be preserved and enhanced with future improvements in the Gateway-Main Street area. Neighborhoods are intended to benefit from local area improvements, such as new street, streetscape, and open space trail improvements that connect residents to adjacent area shops, businesses, parks, and open space. No new development is planned or anticipated in these areas. Instead, the Specific Plan provides guidance for the design of edges adjacent to the existing neighborhoods, with a focus on addressing compatible transitions, landscaping, and quality neighborhood connections.

URBAN RESERVE AREAS are areas subject to longer-term planning and further study in the event that future changes of use should occur on these sites. The Elmwood Correctional Facility, North Railyards, and South Railyards are Urban Reserve Areas within the Specific Plan. If and when it is determined that the Urban Reserve Areas or their associated facilities are no longer needed for their current purpose, redevelopment shall be coordinated with the Specific Plan to ensure their orderly development and integration with the community.

2.2 Focus Areas

The vision for each of the Specific Plan's four focus areas follows and integrates strategies for land use, urban form, and public realm improvements.

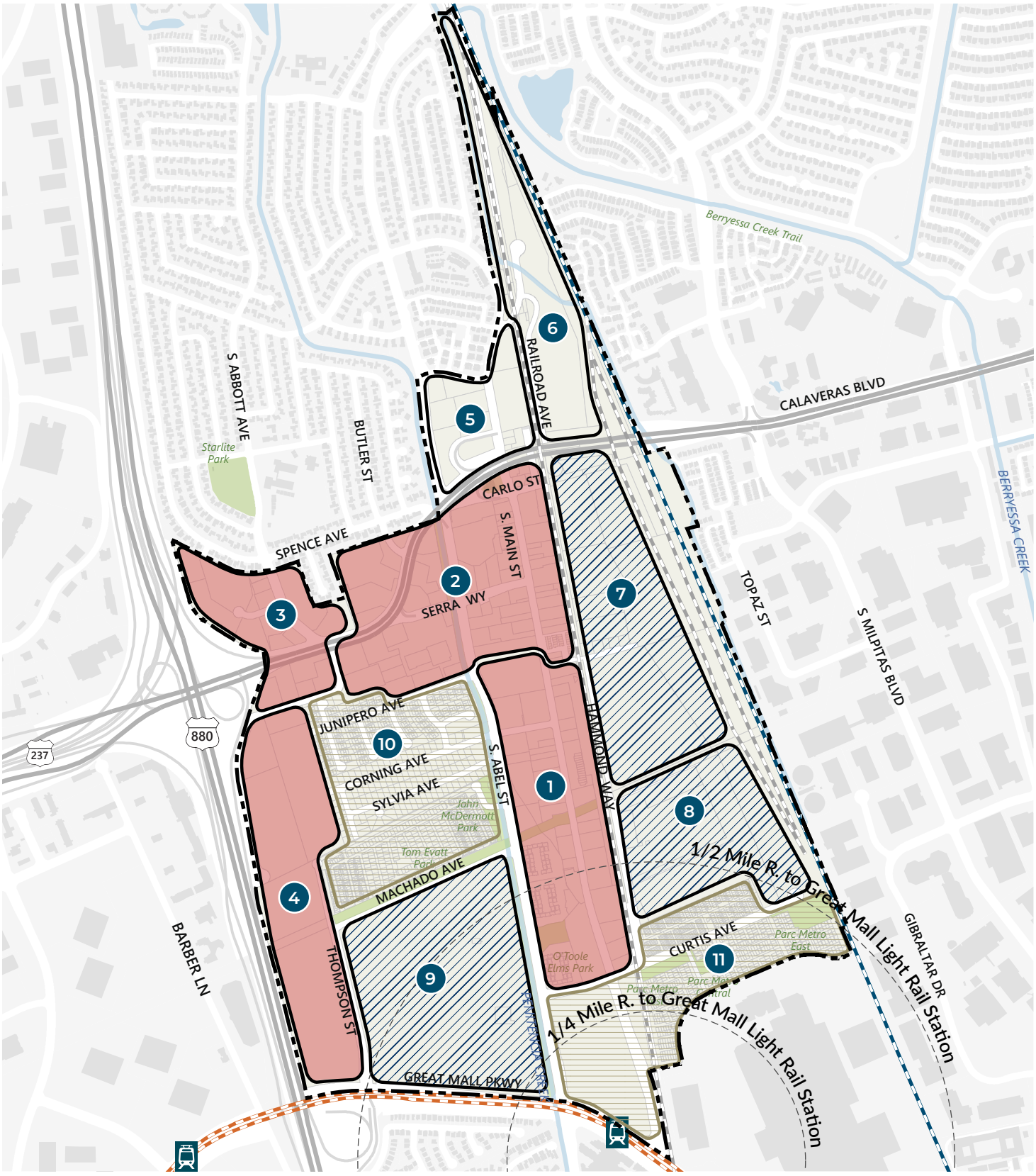
LAND USE: Land use characterizes how a property or building is used and describes the general activity occurring on the site, such as commercial retail, service, or office, residential, industrial, or open space. Land uses can influence the surrounding environment. For example, retail stores and restaurants draw pedestrians to an area and function best with a more active sidewalk environment; while uses like industrial, are typically more auto-oriented.

URBAN FORM: Urban form refers to the physical form of buildings, both individually and collectively within each district, and their placement on the site. Elements of urban form, such as building scale and height, help determine the overall character of an area. The urban form is influenced by planning regulations, development standards, and site characteristics, such as lot size and building and architectural design.

PUBLIC REALM: The public realm refers to spaces that are publicly owned and/or publicly accessible including streets, plazas, parks, and parklets. This Specific Plan provides recommendations for the addition of public realm spaces and improvements to existing public realm elements, such as the streetscape. The Plan regulates the portion of the public realm between private development and the roadway, typically comprised of sidewalks, landscaping, and other pedestrian amenities.

The Serra Center is a redevelopment opportunity within the Crossroads District for new mixed-use development.

Figure 2-1 District and Neighborhood Framework



FOCUS AREAS

1. Main Street District
2. Crossroads District
3. Gateway District
4. Abbott District

OTHER DISTRICTS

5. Library District
6. Creekside Industrial District

URBAN RESERVE AREAS

7. North Railyards District
8. South Railyards District
9. Elmwood District

EXISTING NEIGHBORHOODS

10. West of Abel Neighborhood
11. Curtis Neighborhood

2.3 Main Street District

The Main Street District includes the blocks on both sides of South Main Street bound by the Union Pacific Railroad (UPRR) tracks on the east, Abel Street on the west, the extension of Junipero Drive/ Sinnott Lane on the north, and Curtis Avenue on the south. Within this focus area are existing religious structures, educational facilities, and neighborhood-serving shops, restaurants, and community services, including the post office and fire administration building.

Main Street is a walkable, mixed-use urban village accessible from the surrounding community

MAIN STREET DISTRICT VISION

The conceptual vision for the Main Street District is illustrated in Figures 2-2 and 2-3. Characterized by numerous smaller parcels along Main Street and larger blocks of multifamily housing on Abel Street, this area of Main Street is envisioned to develop as a mixed-use urban village, with a diverse mix of shops and services. New infill housing and commercial and mixed-use development along Main Street will complement and support the diversity and activity of the district.

Main Street is envisioned as a "shared street" with slower traffic supporting a comfortable walking and biking environment and an "activity street," providing opportunities for outdoor dining, pedestrian activity, and active ground floor uses. Active uses are defined by the City as follows:

> *Active uses are any use that attracts walk-in visitors and has a high degree of transparency from the street, such as retail, restaurants, bars, markets, theaters, salons, yoga studios, art studios/galleries, banks, offices, and clinics. Active uses also include ground floor residential shared amenities, such as a lobby, gym, or conference room.*

This portion of Main Street may be interspersed with ground-floor residential uses that may include gardens patios, and stoops. As new development occurs, new streets, paseos, urban plazas, and open space will further enhance the identity and character of Main Street. Planned streetscape and branding improvements will further enhance the local identity of Main Street. Abel Street should support the activity along Main Street with urban residential development and community services.

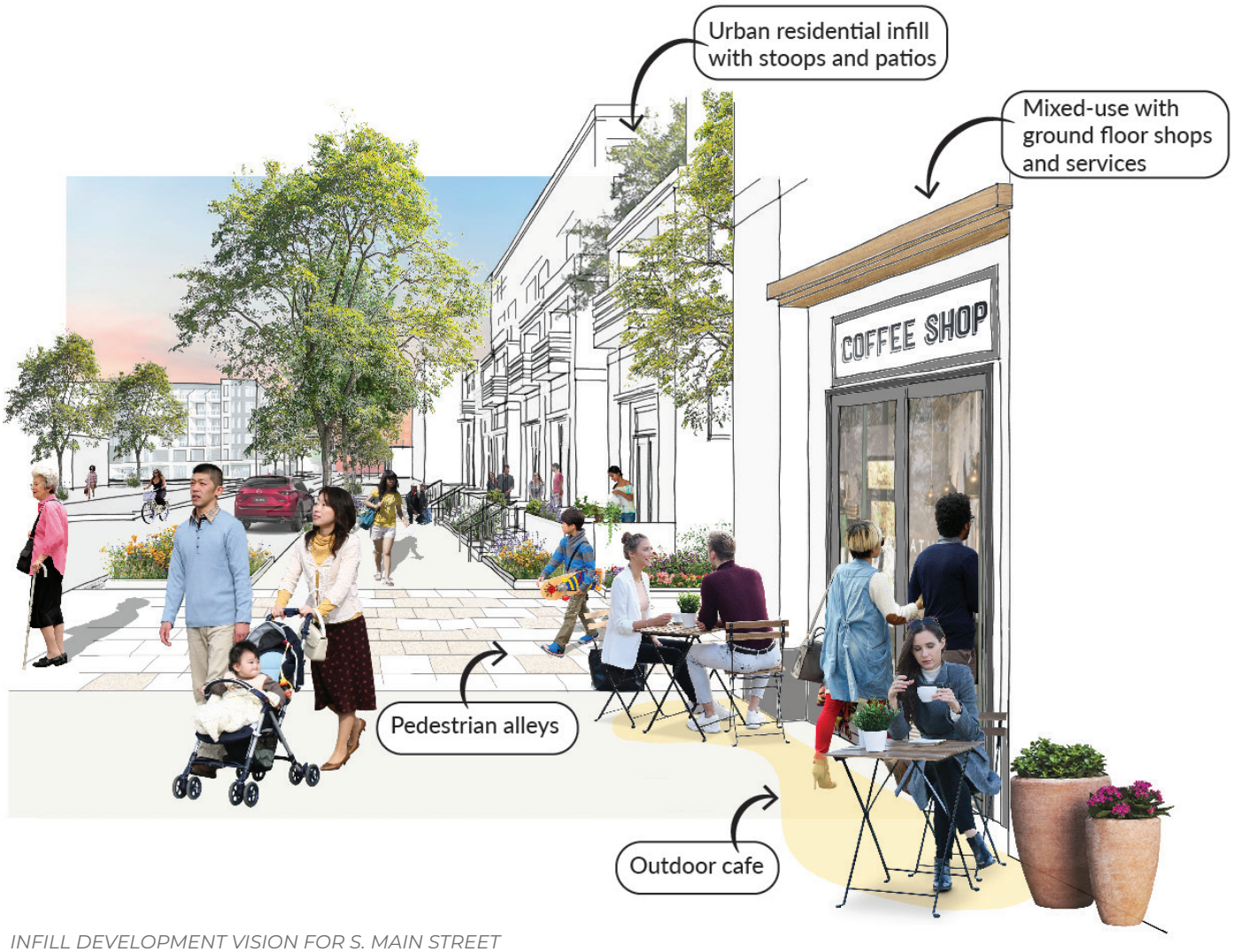
Active uses and streetscape improvements are envisioned along Main Street.

Residential infill will include urban multifamily housing types, such as townhomes or row homes with stoops and patios along the street.

Figure 2-2 Main Street District Vision Diagram

Figure 2-3 Main Street District Concept

EXISTING S. MAIN STREET CONTEXT



INFILL DEVELOPMENT VISION FOR S. MAIN STREET

2.4 Crossroads District

The Crossroads District encompasses the area along Calaveras Boulevard, south of Highway 237/ Calaveras Boulevard and centered on Serra Way and S. Abel and S. Main Streets. Within this focus area are existing religious and educational facilities, as well as community- and neighborhood-serving shops, retail, services, and restaurants.

The Crossroads is a mixed-use hub for commercial, entertainment, and social and cultural activity.

CROSSROADS DISTRICT VISION

The Crossroads District is envisioned as a center and destination for Downtown commercial, retail, entertainment, and community activity. As illustrated in Figures 2-4 through 2-8, the Crossroads District has the potential to support compact, higher-intensity residential and mixed-use development along Calaveras Boulevard, Abel Street, Serra Way, and Main Street, with shops focused on Serra Way and Main Street and neighborhood-scale residential infill transitions occurring next to residential neighborhoods along Junipero Avenue and Spence Avenue. Branding and streetscape improvements create a gateway entry at Calaveras Boulevard and Serra Way, and provide pedestrian-oriented linkages at the heart of the Crossroads District.

AN ENTERTAINMENT DISTRICT FOR THE CROSSROADS

The Crossroads is an area of priority investment with a focus on creating an entertainment district along S. Main Street and Serra Way and redeveloping the aging Serra Center, to become an active Downtown destination for the community. The Entertainment District at the Crossroads encompasses S. Main Street, between Carlo Street and Junipero Avenue, and Serra Way, between S. Abel Street and S. Main Street. This area will be activated with retail, restaurant, outdoor dining, music and cultural venues, as well as other entertainment uses.

SERRA CENTER

The Serra Center is envisioned as a catalyst opportunity site for enhancing the gateway into the Crossroads District. Figures 2-7 and 2-8 illustrate potential options for the redevelopment of the Serra Center as a vibrant, contemporary mixed-use community, anchored by public open space and civic outdoor gathering spaces.

The Crossroads features an entertainment district along Main Street, comprised of a shared street with wide sidewalks and outdoor dining bulb-outs.

THE ENTERTAINMENT DISTRICT at the Crossroads reflects the City's vision to create a commercial and entertainment spine for the city along Main Street, centered at the crossroads of S. Main Street and Serra Way. The Specific Plan vision for the Entertainment District is implemented by the following sections of the Specific Plan:

- Chapter 3 (Land Use and Zoning) addresses the permitted uses, activation requirements, and regulating standards for the Crossroads District.
- Section 4.3 addresses the design of a pedestrian-oriented downtown setting, with active ground floor commercial and outdoor dining parklets.
- Chapter 5 (Mobility) addresses the shared street and parklet design concept for S. Main Street.
- Chapter 6 (Public Realm) addresses the design of public spaces to activate the Crossroads district.
- Chapters 7 and 8 describe improvements in the Crossroads District as a key economic development priority action).

Figure 2-4 Crossroads District Vision Diagram

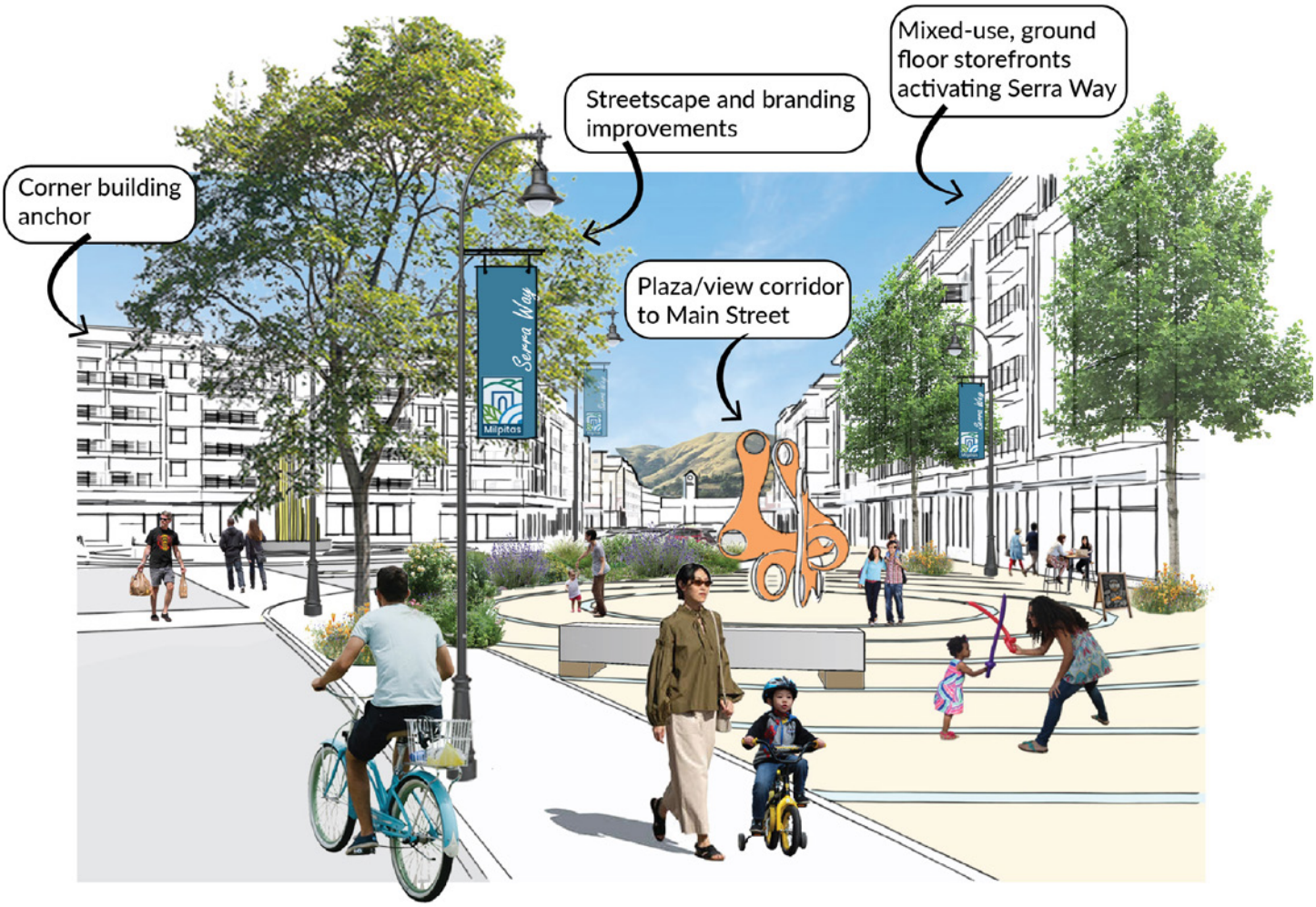
Figure 2-5 Crossroads District Concept for Main Street

EXISTING S. MAIN STREET, NEAR SERRA WAY

VISION FOR S. MAIN STREET AT THE CROSSROADS

Figure 2-6 Serra Way Gateway Entry Concept

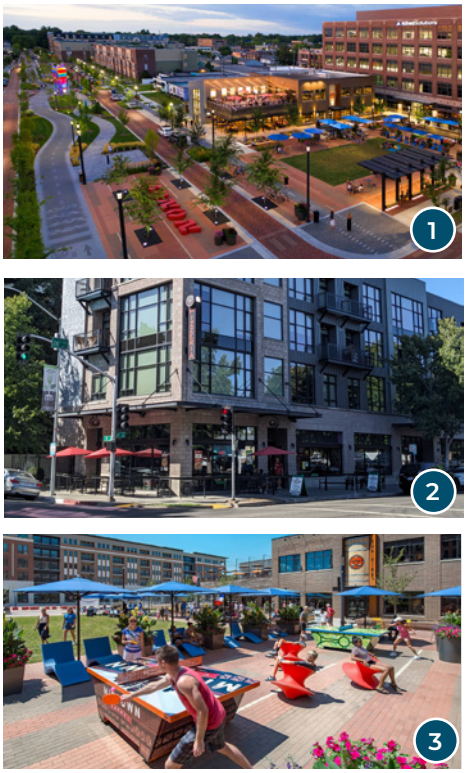
EXISTING ENTRY TO SERRA WAY FROM CALAVERAS BOULEVARD



GATEWAY ENTRY VISION FOR THE CROSSROADS AT CALAVERAS BLVD. AND SERRA WAY

Figure 2-7 Serra Center Option 1: Mixed-Use Commercial District

Option 1 considers the redevelopment of the Serra Center as a lifestyle center with urban mixed-use blocks, organized along a linear spine of park blocks.



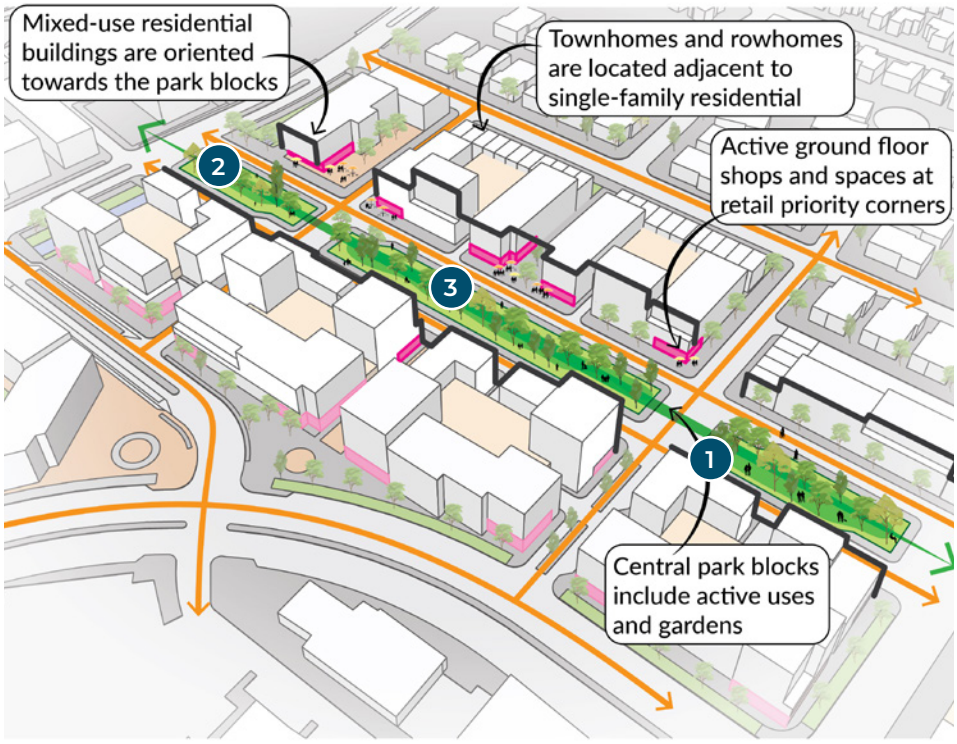
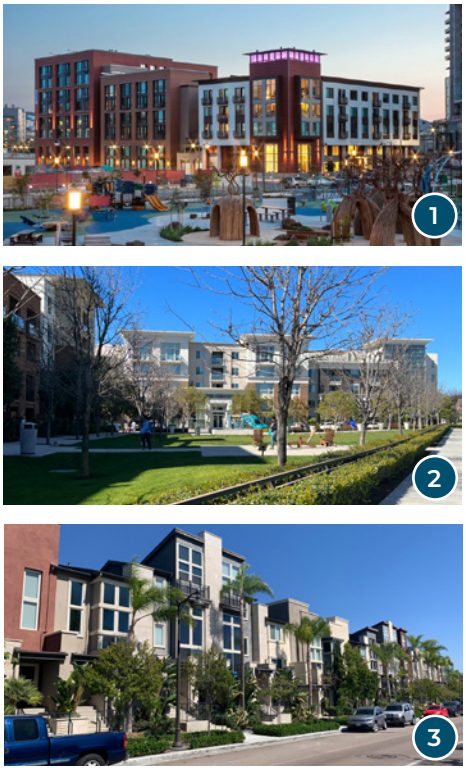
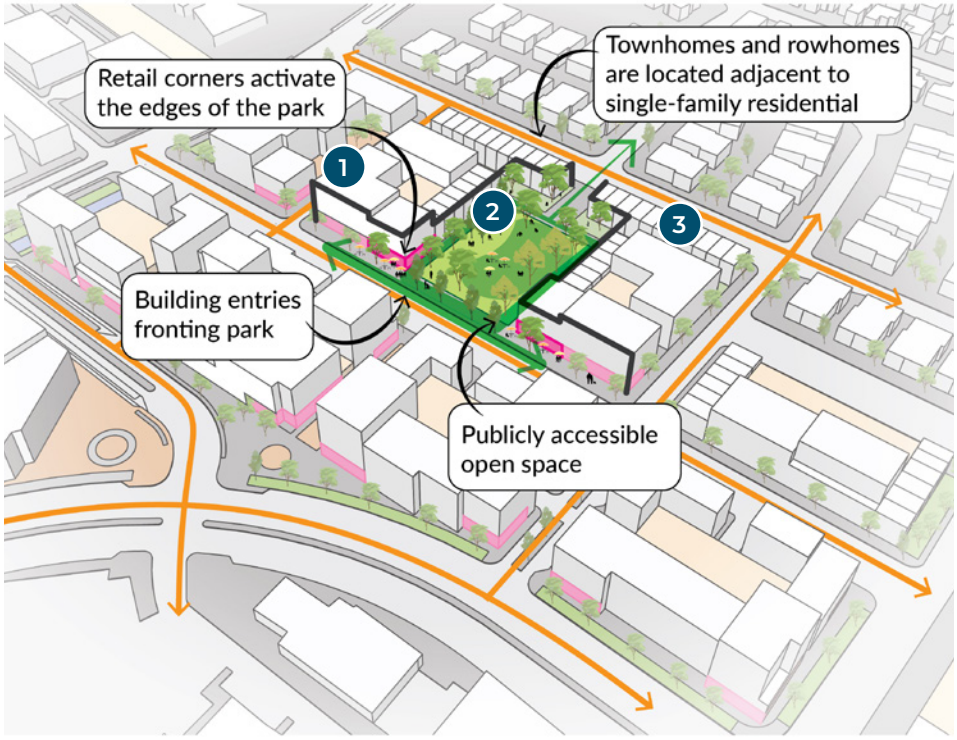


Figure 2-8 Serra Center Option 2: Mixed-Use Retail and Entertainment Core

Option 2 considers the redevelopment of the Serra Center as a mixed-use retail and entertainment core, lined with ground floor shops and uses on a central park or urban green.





2.5 Gateway District

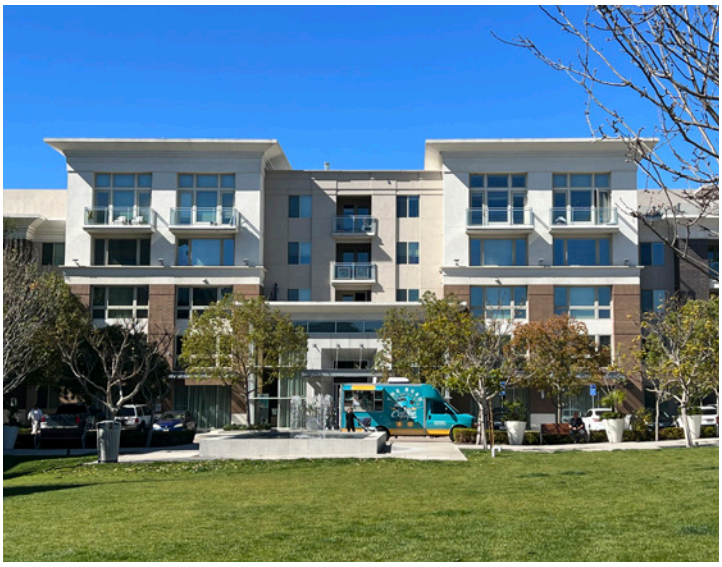
The Gateway District includes the parcels north and south of Calaveras Boulevard at the west end of the Specific Plan Area, connected by S. Abbott Avenue. This area is a mix of uses, including freeway-oriented commercial development, a neighborhood service node adjacent to the Spangler Elementary School and residential neighborhoods, a shopping center anchored by a grocery store, and a non-profit office center.

The Gateway District is the western entry and front door into the City of Milpitas and the Crossroads and Main Street Districts.

GATEWAY DISTRICT VISION

A vital west gateway entry into the city, the Gateway District will be a highly visible community commercial node along Calaveras Boulevard, with opportunities for freeway-oriented retail and services, neighborhood shopping, and hotel and convention space. This district transitions to more neighborhood-oriented retail and services along Abbott Avenue north of the Calaveras Boulevard frontage. Higher-intensity development, oriented along Calaveras Boulevard, will attract and support the needs of travelers along the corridor, while offering a neighborhood-scale residential and mixed-use north of Calaveras Boulevard.

Complete streets improvements planned for Calaveras Boulevard will balance the scale of this busy corridor with a more comfortable bike and pedestrian experience, branding, and complete street improvements.



Higher intensity uses, such as hotel with conference space, are envisioned along Calaveras Boulevard.

2.6 Abbott District

The Abbott District includes the freeway-fronting commercial and industrial parcels located along the I-880 freeway, south of Calaveras Boulevard and Abbott Avenue. This area is a mix of auto dealerships to the south, and office/flex industrial business uses to the north.

The Abbott District is a flexible and walkable business park within a campus landscape setting.

ABBOTT DISTRICT VISION

The Abbott District is envisioned to evolve into a contemporary, business district in a pedestrian-friendly campus setting. The Abbott District will serve as a business and employment center providing freeway fronting commercial and flexible office and work spaces for diverse business and technology users, as well as supporting business uses and employee amenities.

The Abbott District is oriented to the I-880 freeway frontage on the west and residential neighborhoods on the east. Planned improvements will prioritize sustainable design and landscape features, including low-impact development strategies, with a well-landscaped neighborhood transition at the east edges of the district next to existing neighborhoods. Street and streetscape improvements will create a connected network of streets and open space, including a north-south open space and multi-use trail amenity, the extension of the Hetch-Hetchy greenway to the east, and new campus focal points and amenities.

The Abbott District is envisioned as a contemporary business park with sustainable design and landscape features.

2.7 Conceptual Vision Plan: 8 Big Moves

The Big Moves vision is guided by the 8 big moves, strategies to implement the vision for the Specific Plan, introduced below and summarized in the following section.

01 Redesign Main Street as a slow street and "shared street" with active, pedestrian-friendly spaces and outdoor dining.

02 Redevelop Serra Center and the Crossroads as a new center for the community, linking the Milpitas Gateway to Main Street.

03 Prioritize commercial activity and active building frontages along retail priority streets and activity streets, including within the entertainment district focused along S. Main Street in the Crossroads District.

04 Enhance Calaveras Boulevard and Abel Street as multimodal complete street corridors, and incorporate a multi-use creek-side trail along Abel Street.

05 Create a connected network of new streets, paseos, alleys, and bike & pedestrian linkages to improve local access and walkability.

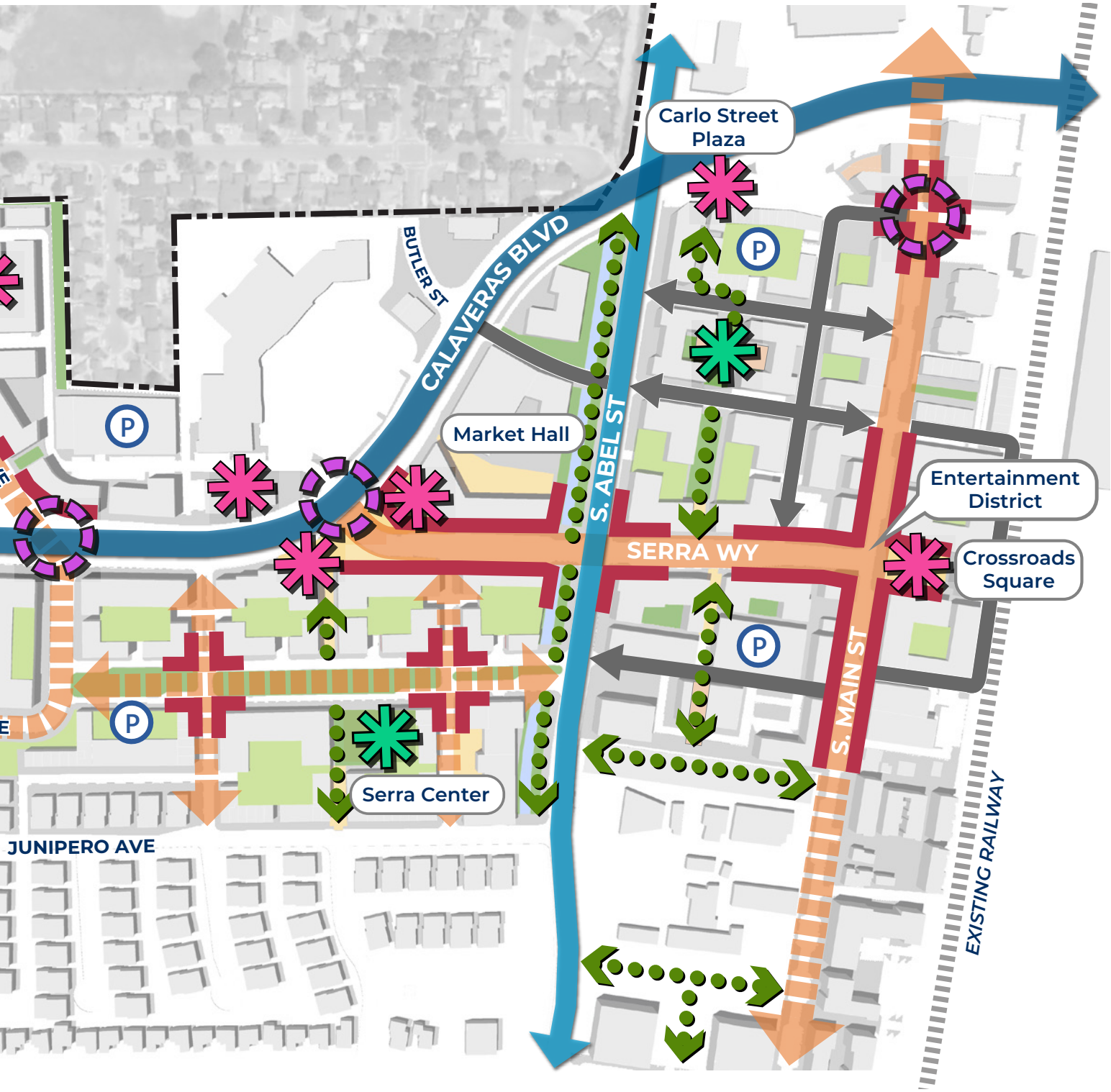
06 Develop a connected open space network with new urban parks and plazas as community activity hubs and district focal points.

07 Integrate streetscape, branding, and public art at Plan Area gateways, along activity streets, and in public spaces.

08 Support district solutions including shared parking, mobility hubs, and coordinated infrastructure improvements.

Figure 2-9 Big Moves Vision Plan

The 8 Big Moves identify the key strategies to implement the community vision of the Crossroads District as a vibrant downtown center and historic, social, and cultural crossroads for the Milpitas community.



8 BIG MOVES

The big moves summarize the key strategies that implement the Specific Plan vision of creating vibrant centers and districts, focused on the Crossroads District as the historic core and social and cultural crossroads for the Milpitas community.

01

Redesign Main Street as a slow street and "shared street" with active, pedestrian-friendly spaces and outdoor dining.

Create a pedestrian-scaled and walkable urban fabric along Main Street with new streetscape improvements that add to its activity and vitality, while also meeting the needs of small businesses and merchants. Redesign Main Street as a shared, pedestrian-priority street with slow vehicular speeds, outdoor dining and retail activity, shared bike access, and on-street parking.

02

Redevelop the Serra Center within the Crossroads District as a new center for the community, linking the Gateway District to historic Main Street.

Prioritize the redevelopment of the Serra Center as a catalyst opportunity and a vibrant urban mixed-use community, integrating shops, restaurant and entertainment uses, and infill residential development. Anchor the district with a civic outdoor gathering space, such as a central park or park blocks, as well as with a network of smaller urban parks, plazas, paseos, and courtyards.

03

Prioritize commercial activity and active building frontages along retail priority streets and activity streets, with an entertainment district focused along S. Main Street in the Crossroads District.

Plan for the long-term vision of the Crossroads District as a commercial, social, and cultural community crossroads with active retail, restaurant, entertainment, and other ground floor uses; new urban parks, plazas, and activity hubs; and places to live, shop, work, and play in a walkable urban downtown setting. Prioritize commercial retail activity and investment at the crossroads of Serra Way and Main Street, with an entertainment district focused along S. Main Street in the Crossroads.

04

Enhance Calaveras Boulevard and Abel Street as multimodal complete streets and incorporate a multi-use creek-side trail along Abel Street.

Incorporate micromobility, transit, and pedestrian improvements along Calaveras Boulevard and Abel Street, to support the safe, continuous, and efficient flow of cars, transit, bikes, and pedestrians. Incorporate a multi-use creek-side trail along Abel Street, supporting safer pedestrian and bicycle circulation and recreation.

05

Create a connected network of new streets, paseos, alleys, and bike and pedestrian linkages to improve local access and walkability.

Strategically integrate new north-south and east-west streets, paseos, and alleys as redevelopment occurs to reduce block sizes and enhance neighborhood walkability. Parking and service access parallel to Main and Abel Streets will support their success by reducing the number of driveways that break up the bike and pedestrian path network.

06

Develop a connected open space network with new urban parks and plazas as community activity hubs and district focal points.

Develop a connected network of urban open spaces as an organizing framework for new development and improvements in the Plan Area, coordinated with the Milpitas Trail, Pedestrian and Bicycle Master Plan. Design the network of open spaces to connect existing neighborhoods to retail, services, and employment areas, as well as schools and civic uses.

07

Integrate streetscape, branding, and public art at Plan Area gateways, along activity streets, and in public spaces.

Improve the streetscape character, design, and function of commercial activity streets and gateways entering the Plan Area along Calaveras Boulevard, Serra Way, Main Street, and Abbott Avenue. Draw inspiration from the history of Main Street as a travel route and community destination.

08

Support district-wide mobility and parking solutions, including shared parking, mobility hubs, and coordinated infrastructure improvements.

Help facilitate new infill development and investment within the Plan Area through a district parking approach. Strategically acquire and assemble opportunity sites for public parking at central locations to serve Plan Area districts.

03

LAND USE AND ZONING

OVERVIEW

The urban form and vision for the Gateway-Main Street Specific Plan Area will be established though a mix of land use regulations and context-sensitive development standards, as addressed in this chapter, and the strategies and objective design standards that follow in subsequent chapters of the Specific Plan.

3.1 Land Use Framework

The Specific Plan Land Use Framework is depicted in Figure 3-1. The Land Use Framework implements the vision for the Specific Plan focus areas through a series of tailored and place-based Specific Plan zones, including an Urban Reserve Overlay, as well as existing applicable citywide zones.

3.1.1 EXISTING ZONES

Areas not expected to change in land use or character will continue to be regulated through the existing land use and development regulations in the City of Milpitas Zoning Ordinance for the following zones within the Plan Area, as identified in Figure 3-1:

- Single-Family Residential (R1)
- Multi-Family High Density Residential (R3) and Multi-Family Very High Density Residential (R4)
- General Commercial (C2)
- Heavy Industrial (M2)
- Institutional (I)
- Parks and Open Space (POS)
- Freeway Corridor (FC) Overlay Zone (not shown in Figure 3-1)

Refer to the Zoning Code for the requirements related to the FC or other citywide overlay zones.

As described in Chapter 2, the Specific Plan identifies three potential Urban Reserve Areas: the Elmwood Correctional Facility, North Railyards, and South Railyards, depicted as an overlay in Figure 3-1. The existing zoning for these areas will continue to remain in place until these areas are ready to be redeveloped and planned for new uses. Section 3.8 provides policy guidance for future redevelopment and rezoning within the Urban Reserve Areas.

3.1.2 SPECIFIC PLAN ZONES

An overview of each of the new Specific Plan mixed-use zones and overlays is summarized on the right. Within this chapter, the list of uses outlined in the Zoning Ordinance have been organized by zones to ensure consistency with the Specific Plan.

MAIN STREET MIXED-USE (MS-MU)
The MS-MU zone supports a mix of residential infill and smaller pedestrian-oriented retail shops, restaurants, services, and office uses, as well as urban parks, plazas, and open spaces within the framework of an active streetscape environment. Active retail, restaurant, and residential uses generate pedestrian activity at the street level, with office and residential uses above the ground floor encouraged.

CROSSROADS MIXED-USE (XR-MU)
The XR-MU zone has a commercial mixed-use focus and supports a mix of retail, entertainment, and office, together with urban multifamily residential, civic, and recreational uses. The XR-MU zone is a pedestrian-oriented streetscape environment, with ground-floor commercial uses prioritized along retail priority streets and corners, as identified in Section 3.6.

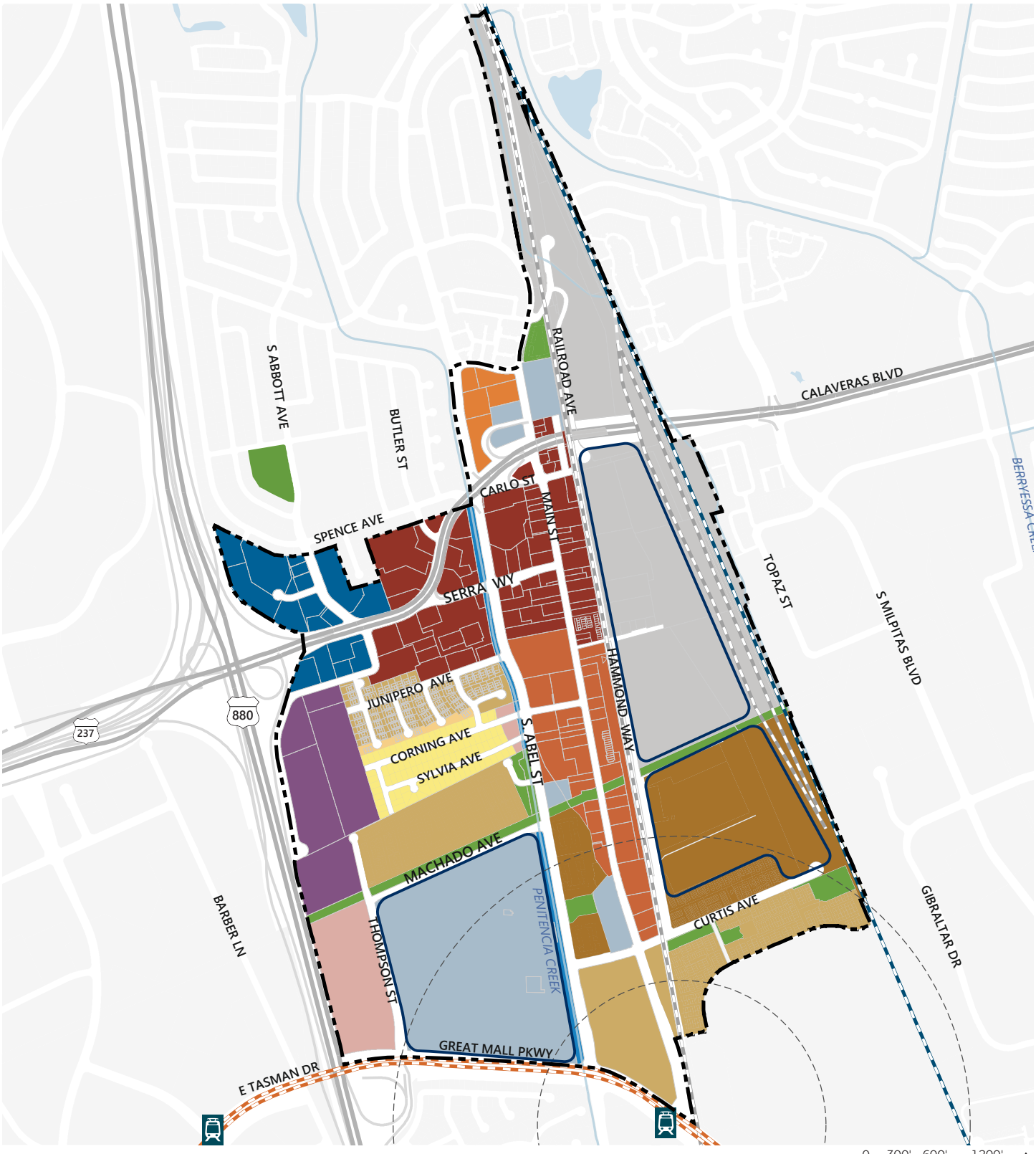
LIBRARY DISTRICT MIXED-USE (LD-MU)
The LD-MU zone, centered around the Milpitas Library on N. Main Street, supports a compatible mix of retail, office, multifamily residential, and civic uses within a pedestrian-oriented streetscape environment.

GATEWAY MIXED-USE (GW-MU)
The GW-MU zone supports a freeway and commercial corridor service orientation along Calaveras Boulevard and I-880, transitioning to a neighborhood-oriented residential focus to the north, and a commercial/ mixed-use focus adjacent to Crossroads Mixed-Use.

ABBOTT DISTRICT BUSINESS PARK (AD-BP)
The AD-BP zone allows for a compatible mix of commercial, office, light industrial, open space, and public uses, organized within a campus setting.

URBAN RESERVE OVERLAY (URO)
The URO is applied as an overlay for areas that will be subject to future study when these uses are ready for redevelopment. The policies of the Specific Plan found in Section 3.8 apply within these areas.

Figure 3-1 Land Use Framework



Specific Plan Zones

- (MS-MU) Main Street Mixed-Use
- (XR-MU) Crossroads Mixed-Use
- (GW-MU) Gateway Mixed-Use
- (LD-MU) Library District Mixed-Use
- (AD-BP) Abbott District Business Park
- (URO) Urban Reserve Overlay

Existing Zones

- (R1) Single-Family Residential
- (R2) One or Two Family Residential
- (R3) Multiple Family High Density Residential
- (R4) Multiple Family Very High Density Residential
- (C2) General Commercial
- (I) Institutional
- (M2) Heavy Industrial
- (POS) Parks, Open Space

3.2 Land Use Regulations

This section has been organized for consistency with the City of Milpitas Zoning Ordinance. Table 3-1 identifies land use permissions for the Plan Area, organized by each of the Specific Plan zones.

3.2.1 PRIMARY USES

The uses identified in Table 3-1 shall be the primary uses allowed to occur as a permitted or conditionally permitted use on the property as indicated in the table below. Uses shall be conducted within enclosed structures, except for permitted outdoor uses.

P	"P" indicates the use shall be permitted.
MCS	"MCS" indicates the use shall be permitted subject to the issuance of Minor Conditional Use Permit by staff.
MC	"MC" indicates the use shall be permitted subject to the issuance of Minor Conditional Use Permit by the Zoning Administrator.
C	"C" indicates the use shall be permitted subject to the issuance of a Conditional Use Permit by the Planning Commission.
-	"-" indicates the use is not permitted.

3.2.2 LAND USE DEFINITIONS

Refer to the Zoning Ordinance for the definition of uses.

3.2.3 OTHER USES NOT LISTED

Land uses not listed in Table 3-1 and not substantially like the uses below are prohibited unless the Planning Director makes a determination regarding similar use, as outlined by the Zoning Ordinance. Land uses not listed are substantially similar like the uses listed are prohibited unless the Planning Commission approves a Conditional Use Permit, consistent with the Zoning Ordinance standards for Use Permits.

3.2.4 MINOR CONDITIONAL USE PERMITS AND CONDITIONAL USE PERMITS

The permitting process for Minor Conditional Use Permits and Conditional Use Permits shall be subject to the procedures addressed in the Zoning Ordinance.

3.2.5 USES NOT PERMITTED

Uses that are not permitted are indicated with a “NP" in Table 3-1. Additionally, the following uses are not permitted in any Specific Plan zone:

- Agricultural Uses.
- Adult Businesses.
- Construction Yard and Equipment Rental.
- Firearms Dealer.
- Hospital.
- Mini-Storage or Self-Storage.
- Recycling Facility.
- Salvage and Wrecking
- Vehicle Repair and Maintenance.

3.2.6 NON-CONFORMING USES

Legally established uses that are no longer permitted or become non-conforming with the adoption of the Specific Plan shall be permitted to continue under current conditions, subject to Zoning Ordinance regulations.

3.2.7 MIXED USE DEVELOPMENTS

Where a single parcel is proposed for development with two or more of the permitted land uses listed in Table 3-1 at the same time, the overall project will be subject to the highest level of review or permit type required by any individual use.

3.2.8 RETAIL PRIORITY AREAS AND USES

Retail uses shall be required within retail priority areas identified in the Plan Area, as addressed in Section 3.6 (Retail Frontage Requirements and Ground Floor Activation).

3.2.9 FIRST FLOOR ELEVATIONS AND REGULATIONS FOR FLOOD HAZARD AREAS

New development shall comply with the first-floor elevation requirements of the Milpitas Municipal Code (MMC) Title XI, Chapter 15 (Floodplain Management Regulations). For more information related to flood hazard areas, see Figure 7-5 (FEMA-Designated Flood Areas), Zoning Ordinance Floodplain Management Regulations, and Specific Plan Section 7.2 (Flood Protection) for standards addressing flood protection and flood proofing.

3.2.10 PERMITTED USES IN EXISTING ZONES

For parcels where citywide zoning applies, refer to the applicable land use permissions and development regulations in the Zoning Ordinance.

3.2.11 SPECIAL USE STANDARDS

Applicable standards for special uses, where noted in Table 3-1 and addressing uses within the Abbott District-Business Park zone, are provided in Section 3.11.

3.2.12 CITYWIDE PERFORMANCE STANDARDS

All uses in the Plan Area shall be subject to the Zoning Ordinance citywide Performance Standards.

TABLE 3-1: GATEWAY-MAIN STREET ZONE LAND USE REGULATIONS

USES	MS-MU	XR-MU	LD-MU	GW-MU	AD-BP	ADDITIONAL REGULATIONS *(see zoning ordinance or specific plan sections)*
COMMERCIAL						
Animal Care and Services						
Pet Day Care and Sales	MC	MC	MC	MCS	-	Milpitas Municipal Code (MMC) Section V-210-11, Permits for Animal Facilities and Animal Adoption Organizations
Veterinary Clinic	P	P	P	P	-	
Veterinary Hospital or Services	-	-	-	C	C	
Commissary or Catering	C	MCS	C	C	MCS	
Drive-Through Facility	C	NP	C	C	-	ZO Section, Drive-Through Facility
Eating and Drinking Establishments						
Bar or Nightclub	C[1]	C[1]	C[1]	C[1]	-	ZO Section, Eating and Drinking Establishments
Microbreweries	P[1, 2]	P[1, 2]	C[1]	C[1]	C[1]	
Mobile Food Park	P	P	MC	MC	MC	ZO Section, Mobile Food Vending
Mobile Food Vending (individual vehicle)	P	P	P	P	P	
Restaurant						
Restaurant, Full Service	P[1]	P[1]	P[1]	P[1]	C[4]	ZO Section, Eating and Drinking Establishments
Restaurant, Limited Service	P	P	P	P	P[4]	
Restaurant with Alcohol Service	P[2,3]	P[2,3]	P[2,3]	P[2,3]	C[4]	
Entertainment and Recreation, Commercial						
Commercial Athletic Facility	P[5]	P[5]	P[5]	P[5]	MCS[4]	Gateway-Main Street Specific Plan (SP) Section 3.11, Special Use Standards
Indoor Entertainment and Sports and Recreation	C[5]	C[5]	C[5]	C[5]	MCS[4,5]	
Outdoor Entertainment and Sports and Recreation	C	C	C[5]	C[5]	-	
Financial Institution						
Bank and Credit Union	P[5]	P[5]	MCS[5]	P	MCS	SP Section 3.11, Special Use Standards
Check Cashing Business	P[5]	P[5]	P[5]	P[5]	MCS	
Pawnbroker	C[5]	C[5]	C[5]	C[5]	-	
Food and Beverage Retail Sales						
Alcoholic Beverage Sales	C	C	C	C	C	ZO Section, Alcoholic Beverage Sales
Convenience Store	MC	MC	MCS	MCS	MCS	SP Section 3.11, Special Use Standards
Grocery Store, Large	MCS	MCS	MCS	P	-	
Grocery Store, Small	P	P	P	P	-	
Home Occupation	P	P	P	P	P	ZO Section, Home Occupations

TABLE 3-1: GATEWAY-MAIN STREET ZONE LAND USE REGULATIONS

USES	MS-MU	XR-MU	LD-MU	GW-MU	AD-BP	ADDITIONAL REGULATIONS *(see zoning ordinance or specific plan sections)*
Lodging						
Bed and Breakfast	P	P	P	P	-	
Hotels	P	P	P	P	P	
Motels	-	-	-	C	-	
Short-Term Rentals	P	P	P	P	-	ZO Section, Short-Term Rentals
Medical Support Laboratory	P	P	P	P	MC	
Offices						
Business and Professional Office	P	MCS	P	P	P	
Medical Office/Clinic	P	P	P	P	MC	
Retail						
Large Format Retail	-	-	-	P	C	
Retail, Limited	P	P	P	P	MCS[2,3]	
Retail Stores, General Merchandise	P	P	P	P	MCS	
Smoke/Tobacco Shop	-	-	-	C	-	
Services						
Business Support Services	P	P	MCS	MCS	P[3]	
Maintenance and Repair Services	-	-	-	-	P	
Massage Establishment	MC[6]	MC[6]	MC[6]	MC[6]	C	MMC Section III-6, Massage Establishments and Practioners and ZO Section, Massage Establishments
Massage Establishment, Accessory	MCS	MCS	MCS	MCS	MCS	
Personal Services[7]	P	P	P	P	C	
Repair/Cleaning/General Services, Small	P	P	P	P	P	SP Section 3.11, Special Use Standards
Vehicle Related Services						
Auto Broker[5]	MCS	-	MCS	MCS	MCS	ZO Section, Auto Broker
Commercial Fueling Facility	-	-	-	-	C	
Fleet-Based Service	-	-	-	-	C	
Mobile Fueling[8]	P	P	P	P	P	MMC, Chapter V-300 (Fire Code)
Service Station	-	-	-	C	-	ZO Section, Service Stations and Car Washes
Vehicle Rental[9]	MC	-	MC	MC	-	
Vehicle Sales and Leasing[9]	-	-	-	-	C	
Vehicle Washing	-	-	-	C	-	ZO Section, Service Stations and Car Washes

TABLE 3-1: GATEWAY-MAIN STREET ZONE LAND USE REGULATIONS						
USES	MS-MU	XR-MU	LD-MU	GW-MU	AD-BP	ADDITIONAL REGULATIONS *(see zoning ordinance or specific plan sections)*
INDUSTRIAL USES						
Advanced Manufacturing	-	-	-	-	P[10]	
Custom and Artisan Manufacturing[11]	MCS	MCS	MCS	MCS	MCS	
Data Center	-	-	-	-	MCS	
Industrial, General	-	-	-	-	MCS	
Industrial, Light	-	-	-	-	MCS	
Parcel Hub	-	-	-	-	MCS	
Research and Development	-	-	-	-	P[10]	
Warehousing and Distribution	-	-	-	-	C[10]	
Wholesale Sales	-	-	-	-	MC	
PUBLIC, QUASI-PUBLIC AND INSTITUTIONAL / ASSEMBLY USES						
Child Care						
Child Care Center	MC	MC	MC	MC	MC[4]	ZO Section, Large Family Child Care and Child Care Centers
Large Family Child Care Home	P	P	P	P	-	
Small Family Child Care Home	P	P	P	P	-	
Civic/Government	P	P	P	C	C	
Community Assembly						
Major[12]	C	C	C	C	-	
Minor[12]	MCS	MCS	MCS	MC	-	
Community Garden	P	P	P	P	P	
Educational Institutions						
College/University, Private[12]	C	C	C	C	MC	
Schools, Private[12]	C	C	C	C	C	
Schools, Public[12]	C	C	C	C	C	
Trade and Vocational School	C	C	C	C	C	
Farmer's Market	P	P	MCS	MCS	MCS	ZO Section, Farmers Markets
Instruction Services						
Group	MCS	MCS	MCS	MCS	MCS	
Private/Small Group	P	P	P	P	MCS	
Library/Museum	P	P	P	P	-	
Park/Playground	P	P	P	P	P	

TABLE 3-1: GATEWAY-MAIN STREET ZONE LAND USE REGULATIONS						
USES	MS-MU	XR-MU	LD-MU	GW-MU	AD-BP	ADDITIONAL REGULATIONS *(see zoning ordinance or specific plan sections)*
PUBLIC, QUASI-PUBLIC AND INSTITUTIONAL/ASSEMBLY USES						
Public Utility	C	C	C	C	C	
Transportation Passenger Terminal/ Facility	C	C	C	C	C	
Wireless Communication Facility	See ZO Section, Wireless Communication Facilities					
RESIDENTIAL USES						
Accessory Dwelling Unit	P	P	P	P	-	ZO Section, Accessory Dwelling Units
Boarding House	C	C	C	C	-	
Court Dwelling	P	P	P	P	-	
Two-Family Dwellings	P	P	P	P	-	
Elderly and Long-Term Care	MCS	MCS	MCS	P	-	
Group Living Accommodations	C	C	C	C	-	
Live-Work Unit	MCS	MCS	MCS	MCS	-	ZO Section, Live-Work Units
Multi-Family Dwellings	P	P	P	P	-	
Single-Family Dwellings	-	-	-	-	-	
Emergency Shelter	-	-	-	P	-	
Low Barrier Navigation Center	P	P	P	P	-	CA Government Code Sec. 65660
Residential Care Facility	P	P	P	P	-	
Single-Room Occupancy Residences	MC	MC	MC	MC	-	ZO Section, Single Room Occupancy Residences
Supportive Housing	P	P	P	P	-	CA Government Code Sec. 65582
Transitional Housing	P	P	P	P	-	CA Government Code Sec. 65582
ACCESSORY AND TEMPORARY USES						
Accessory Use	P	P	P	P	P	
Parking Lot[13]	MCS	MCS	MCS	MCS	MCS	
Parking Structure[13]	MCS	MCS	MCS	MCS	MCS	
Outdoor Dining	P	P	P	P	P	ZO Section, Outdoor Dining
Temporary Use	See ZO Section, Temporary Uses and Structures					

1. *Indoor or outdoor music is permitted as an accessory use on the same parcel in conjunction with a restaurant or bar that is a principal permitted use or approved conditional use. See Specific Plan Section 3.11 (Special Use Standards) for additional regulations.*

2. *Permitted when located on the ground floor facing a public street designated as a retail priority or activity street. Requires a Conditional Use Permit when located elsewhere, such as above the ground floor.*

3. *Must be in conjunction with a full service restaurant.*

4. *Limited to an accessory use that supports the primary employment-generating uses on the same site or business center. Accessory commercial uses, such as restaurants, limited retail, and services, shall be located on the ground floor and in an area of the development where they can be directly accessed by the public.*

5. *These uses may be allowed provided they are: no more than 30,000 gross square feet; not open past 10:00 p.m.; and conducted entirely within a building, except for approved outdoor seating areas.*

6. *Allowed as an accessory use to any permitted or conditionally permitted medical office, medical clinic, chiropractor practice, acupuncture practice, physical therapist, fitness and athletic facility, health care facility (such as hospitals, nursing homes, and sanitariums), and accredited school, college, and university. Massage services, limited to massage of the head, neck, shoulders, hands and feet may be allowed as an accessory use to any permitted or conditionally permitted beauty salon, barbershop, and healing art practices. This section shall not exempt any person or business from complying with all the provisions of Title III, Chapter 6 of the Milpitas Municipal Code.*

7. *When located on the ground floor, retail sales of products related to personal services provided shall be offered at the front of the premises near the pedestrian entrance and shall comprise at least 10% of the floor area of the business establishment.*

8. *Mobile fueling is permitted when fueling service is ordered by an individual vehicle owner and the amount of fuel dispensed as part of any individual order does not exceed 50 gallons. Mobile fueling for fleet vehicles is not permitted.*

9. *Excluding long-term parking and storage of vehicles for rent, sale, or lease, must be fully enclosed within a building.*

10. *A conditional use permit is required for storage space that exceeds 25,000 square feet. In no case may storage space exceed 300,000 square feet.*

11. *All operations must be conducted completely within an enclosed building.*

12. *Places of meeting or assembly and public and private schools may be permitted as specified in Table 3-1 provided their location is approved by the City and they are not located within 1,000 feet of parcel boundary of another of the same use. Churches and religious institutions and trade and vocational schools are exempt from this requirement.*

13. *Applies to parking lots or structures that are primary uses, as defined in the Zoning Ordinance.*

3.3 Intensity and Scale

The following section addresses general regulations for development, including density, intensity, height, setbacks, and development incentives, applicable to all Specific Plan zones. Table 3-2 establishes the density, intensity, and height requirements specific to each district. Refer to Section 3.7 (District Regulating Plans and Development Standards) for criteria related to design of setbacks, building frontages, and the location of retail specific to each district.

3.3.1 DENSITY AND INTENSITY

RESIDENTIAL DENSITY

Projects that include residential development shall not exceed the base allowable dwelling units per acre identified in Table 3-2.

- Any fractions shall be rounded to the nearest whole number.
- For projects utilizing the State density bonus, refer to Zoning Ordinance chapter addressing density bonus for affordable housing.

INTENSITY

Non-residential and mixed-use projects shall be subject to floor area ratio (FAR) requirements.

- Projects shall not exceed the allowable FAR identified in Table 3-2, except where bonuses are granted consistent with this section.
- In mixed-use projects, the residential floor area is included in the FAR.
- Areas used exclusively for vehicle and bicycle parking and loading are excluded from the FAR calculation.

CALCULATION

The maximum density and intensity is calculated based on net parcel area rather than gross site area that includes the street right-of-way.

3.3.2 HEIGHT

MAXIMUM HEIGHT LIMITS

Projects shall not exceed the building height limits or maximum number of stories identified for the applicable zones in Table 3-2, unless otherwise permitted by the standards that follow and permitted through available incentives addressed in Section 3.4.

- Building heights shall be measured from the adjoining curb grade to the highest point of the roof surface, if a flat roof; and to the mean height level between eaves and ridge for a gable, hip, or gambrel roof, based on the "Rules of Measurement" provided in the Zoning Ordinance.
- Transitions shall be required adjacent to single-family residential zoning districts as described in Section 4.1.3 A (Transition to Single-Family Residential Neighborhoods).
- Exceptions for building heights and projecting features, such as parapet walls, skylights, towers, chimneys, and housing elevators, stairways, and mechanical equipment are permitted, subject to Zoning Ordinance standards for height exceptions.

TABLE 3-2: DENSITY, INTENSITY, AND HEIGHT

Specific Plan Area District	Applicable Zoning	DENSITY AND INTENSITY			HEIGHT			Applicable Regulating Plan Section1
		Min. Residential Density (du/ac)	Max. Residential Density (du/ac)	FAR (max)	Max. Building Height (feet)	Max. Number of Stories	Min. Ground Floor Height	
Main Street District	MS-MU	20	65	2.5	65	5	Main Street: 15 ft Other Areas: 12 ft	Sect. 3.7.1
Crossroads District	XR-MU	40	85	3.0	85	7	Serra Way: 15 ft. Commercial Uses: 15 ft	Sect. 3.7.2
Gateway District	GW-MU	18	65	2.0	65	5	Calaveras Blvd: 15 ft Commercial Uses: 15 ft	Sect. 3.7.3
Abbott District	AD-BP	N/A		1.5	65	N/A	Commercial Uses: 15 ft	Sect. 3.7.4
Library District	LD-MU	20	65	2.0	65	5	Main Street: 15 ft Other Areas: 12 ft	Sect. 3.7.1
All Other Areas	See Applicable Existing Zoning							

Notes:
1. Setbacks have been included in Section 3.7 (District Regulating Plans and Development Standards).

3.4 Economic & Development Incentives

The Gateway-Main Street Specific Plan has established a bonus system to allow for additional floor area and/or residential density (development bonus) for qualified projects, in addition to citywide incentives for Sustainability, Affordable Housing, Larger Affordable Rental Units, and Lot Consolidation addressed in the Zoning Code. The purpose of bonuses is to incentivize the provision of certain project attributes, such as providing sustainable design features and/or additional open space, furthering economic development benefits, and supporting the rehabilitation of existing buildings.

Bonuses are only available within certain districts in the Specific Plan as described in this section and specified in Table 3-3. The following sections describe the available bonuses, while Table 3-3 identifies the specific incentives available. The provision of development bonuses is subject to review and demonstration of the achievement of the criteria herein in Table 3-3. Development bonuses shall not exceed the following maximum allowances:

- Maximum FAR or density bonus increase of 50% in the Crossroads District and 40% within the Main Street and Library Districts and parcels directly fronting Calaveras Boulevard in the Gateway District.
- Maximum height Increase of 2 stories in the Crossroads District and for parcels directly fronting Calaveras Boulevard in the Gateway District. Maximum height increase of 1 Story in the Main Street and Library Districts.

Maximum density, intensity, and/or bonuses may not be achievable on all sites as superseding development regulations or site constraints may reduce development potential. Prior to issuance of a planning permit for a development project, receiving a development bonus, the project developer shall sign a community benefit agreement, committing to the provision of the agreed upon project attributes in exchange for the development bonus. If the developer does not fulfill the obligations specified in the agreement, the developer will be subject to a financial penalty equal in cost to the value of the project attribute before building occupancy is granted.

TABLE 3-3: AVAILABLE INCENTIVES

GREEN ROOF OR ECO-ROOF	
Option 1: 30% of Total Roof Footprint	10% density bonus or FAR increase.
Option 2: 31-60% of Total Roof Footprint	15% density bonus or FAR increase.
Option 3: Over 60% of Total Roof Footprint	20% density bonus or FAR increase.
ECONOMIC DEVELOPMENT	
Space for Small Businesses, Non-Profits, and Arts Organizations or Business Expansion	Temporarily reduce or defer application and impact fees for development and remove parking minimums within the Crossroads, Main Street, and Library Districts.
Business Retention	Temporarily reduce or defer application and impact fees and allow 20% FAR increase.
Retail-Ready Ground Floor Commercial Space	A one-story height increase, subject to the standards in Sections 3.6 and 4.3.2.
LOT CONSOLIDATION	
Lot Consolidation	20% density bonus or FAR increase.
DISTRICT PUBLIC PARKING	
District Parking Lot or Garage Spaces	10% density bonus or FAR increase for every 20 public parking spaces; up to the allowed district maximum bonus.
PUBLICLY ACCESSIBLE OPEN SPACE	
Option 1: Additional 50 square foot per unit	10% density bonus or FAR increase.
Option 2: Additional 100 square foot per unit	15% density bonus or FAR increase.
Option 3: Additional 150 square foot per unit	20% density bonus or FAR increase.
PROMOTE THE CITY'S HISTORY	
Through Preservation and Storefront Facade Improvements	Eligible for the City Storefront Improvement Program Grants, Mills Act Program.

3.4.1 GREEN ROOF OR ECO-ROOF

Green roofs, also known as eco-roofs, are encouraged in the Plan Area as they reduce stormwater run-off, lower building energy consumption, and provide for a visually appealing roofscape. If they are publicly accessible, they also provide needed open space for building users and/or the public. Projects that incorporate a green roofs are eligible to receive a development bonus, as indicated in Table 3-3.

3.4.2 ECONOMIC DEVELOPMENT

Economic development, including business retention, business expansion, and providing opportunities for ground floor retail development within mixed-use buildings and small and local businesses, non-profits, and the arts community are priorities within the Plan Area, consistent with the city's Economic Development Strategy implementation actions.

Table 3-3 identifies incentives for business retention and the provision of space for existing tenants, new small businesses, non-profits, artists, and other similar tenants and users, as well as retail-ready tenant spaces, which is especially desired in the Crossroads and Main Street Districts. To be eligible for business retention incentives, a developer must provide one of the following three packages or a comparable commitment.

OPTION 1: Package of provisions that includes the right of return for existing businesses at current rents, an agreement to lock-in rent for a minimum of five years, and a build-out allowance to cover new interior build-outs.

OPTION 2: Package of provisions that includes relocation assistance for existing businesses, such as a rent subsidy to match current market rents in a suitable replacement property, final support to cover moving and related expenses, and a build-out allowance to help cover the tenant's own costs or required tenant improvements.

OPTION 3: Package of provisions to provide space for new small businesses, non-profits, artists, and/or other similar tenants and users at below-market rents and a build-out allowance to cover new interior build-outs.

As an incentive to support small businesses, non-profits, the arts, and business retention, the City can establish an impact fee deferral program that allows for a reduction in application fees for new development by 10% , such as building permit, plan check, and application processing fees and/or allow impact fees, such as the Gateway-Main Street Specific Plan and Commercial Linkage Fees, to be paid in phases, with a portion required at the time of building permit issuance and the remainder required at the time of a building's Certificate of Occupancy.

3.4.3 LOT CONSOLIDATION

The Plan Area has many small and irregular-shaped parcels. Larger parcels provide greater building and parking efficiencies and construction economies that can support the goals of this Plan. In addition to the citywide incentive for lot consolidation. A development bonus of 20 percent is available to promote parcel aggregation and consolidation within the Plan Area for consolidating existing smaller lots into a project site of one acre or more, as well as earning the reductions in required setbacks, guest parking, and common open space permitted through the Zoning Ordinance lot consolidation incentive program. Lot consolidation projects along Main Street shall be required to maintain the character of the smaller width parcels and shopfronts along Main Street, consistent with the regulations of Sections 3.7.1 and 3.7.2.

3.4.4 DISTRICT PUBLIC PARKING

Private development that contributes to district public parking solutions may qualify for a 10 percent density bonus for every 20 spaces provided, up to a maximum bonus of 50 percent in the Crossroads District and 40% within the Main Street and Library Districts. Shared district parking created between contiguous businesses that updates or reconfigures their individual parking areas to provide shared public parking areas may qualify for this incentive, subject to coordination with the city on a shared parking agreement, executed through a deed, lease, contract, or similar written record approved by the City Attorney.

3.4.5 PUBLICLY ACCESSIBLE OPEN SPACE

New residential development projects that provide more publicly accessible open space than the minimum required shall qualify for a density bonus or FAR increase as identified in Table 3-3.

3.4.6 PROMOTE THE CITY'S HISTORY

The Plan Area's historic structures contribute to the city's character and community identity. The City currently has two tools to promote historic preservation:

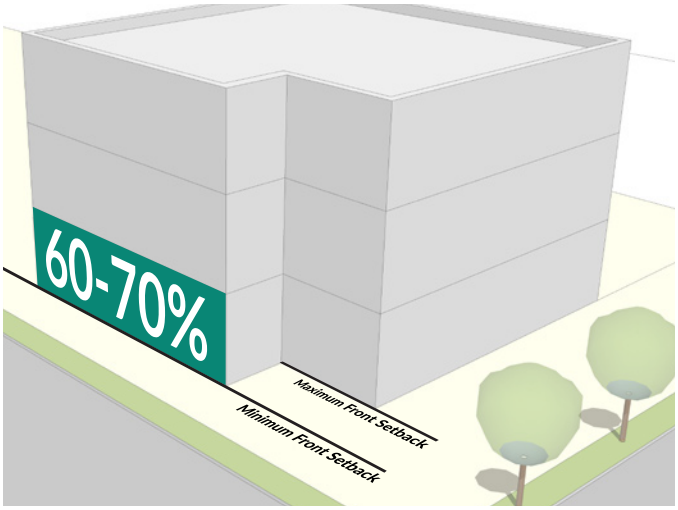
- The **Mills Act Program** is an incentive program that allows a reduction in property taxes for historic properties in exchange for an owner agreeing to preserve and maintain their historic building.
- A **Storefront Improvement Program** grant, eligible to projects on North Main Street and South Main Street, to help fund commercial storefront improvements. More information on the city's Storefront Improvement Grant Program can be found at: https://www.milpitas.gov/999/Storefront-Improvement-Grant-Program.

3.5 Setback Standards

Setback standards for each of the Specific Plan zones are provided in Section 3.7. Front setbacks on existing streets have been provided to accommodate wider sidewalks, ground floor retail, and street activation elements. All front setbacks on existing streets will also include a public access easement.

1. Front and street side setbacks shall be measured from the property line.
2. Interior setbacks occur between an interior side or rear property line and shall be measured from the shared property line.
3. Minimum setbacks apply to all stories of a building. Maximum setbacks are intended to apply only to the ground floor of front and street side setbacks.
4. Where minimum and maximum setback dimensions are identified, buildings shall meet the minimum setback, as a build-to line, per the requirements identified within Section 3.7.
5. See Chapter 4 (Objective Design Standards) and Chapter 5 (Mobility) for additional requirements.

Figure 3-2 Building Placement



The building frontage shall be built to the minimum front setback (build-to line), per Section 3.7. The remaining building frontage may be set back to the maximum building setback.

3.6 Retail Frontage Requirements and Pedestrian Level Activation

The Gateway-Main Street Specific Plan identifies retail frontage requirements for retail priority areas, which are a key component of the Specific Plan vision. These retail priority areas include retail priority shopfronts and retail priority corners, applicable to the Main Street, Crossroads, Gateway, and Abbott Districts, as shown in the Regulating Plans within Section 3.7. Additionally, key streets are identified as activity streets, which are planned for a higher level of pedestrian activity and activation. Requirements for retail priority areas and activity streets are addressed below. District-specific development standards follow in Section 3.7 (District Regulating Plans and Development Standards).

3.6.1 RETAIL PRIORITY AREAS

A. ACTIVE RETAIL USES

1. The following types of active uses are required on the ground floor in areas designated retail priority areas:
   a. Commercial retail shops and service uses.
   b. Restaurants, bars, bakeries, coffee shops, markets, eateries, or similar establishments, including with outdoor dining.
   c. Arts, cultural, and other public-oriented uses, such as theaters and art studios/galleries.

B. RETAIL PRIORITY SHOPFRONTS

1. Within areas identified as retail priority shopfronts, the following ground floor area requirements apply:
   a. A minimum of 70% of the ground-floor building street frontage, measured on a parcel by parcel basis, shall incorporate active retail, entertainment, and/or retail-ready tenant spaces.
   b. The remaining ground-floor street frontage may include office, live-work, residential, or associated common area spaces, such as lobbies, gyms, conference rooms, and other amenity spaces.
   c. Locations requiring retail priority shopfronts are shown in the Regulating Plan diagrams as dark red solid lines.

C. RETAIL PRIORITY CORNERS

1. Within areas identified as retail priority corners, the following requirements apply:

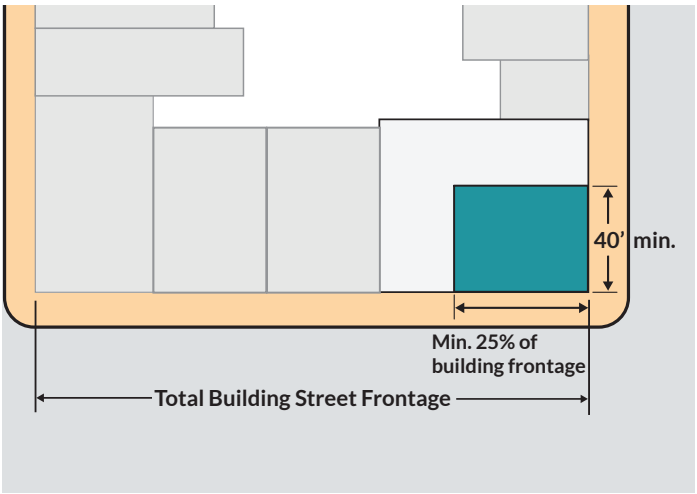
   a. 100% of the ground-floor building street frontage shall incorporate active retail uses and/or retail-ready tenant spaces for a minimum of 25% of the building frontage length. However, this shall be no less than 40 feet in length from any corner, as shown in Figure 3-3. Refer to Section 4.3.2 for additional ground-floor commercial and retail-ready commercial design standards.

   b. Retail Corners are shown as diamonds in the Regulating Plan diagrams at the intersection of major activity and retail nodes within the Plan Area.

D. DESIGN STANDARDS

See Section 4.3 (Objective Design Standards) for requirements related to commercial ground-floor design and retail-ready spaces.

Figure 3-3 Retail Priority Corners



Prioritize corner retail uses at the intersection of arterial and collector streets.

3.6.2 ACTIVITY STREETS

A. DESIGNATION

Activity streets are shown as dashed red lines in the Regulating Plan diagrams on the following pages (Figures 3-4 through 3-8). These streets are focused locations for pedestrian and commercial activity, planned with active uses and building frontages on the ground floor and the highest level of streetscape improvements, particularly at retail priority areas.

B. DESIGN STANDARDS

See Section 4.3 (Objective Design Standards) for requirements addressing the pedestrian level design of residential and commercial building frontages.

3.7 District Regulating Plans and Development Standards

This section addresses place-specific regulations for each of the Specific Plan zones, through District Regulating Plans and associated development standards. The requirements of this section are tailored to each district, in order to implement the vision established in Chapter 2, addressing the following:

- An overview of the district zone.
- A table summarizing numeric criteria for setbacks and stepbacks, specific to the district.
- District-specific development standards addressing setback design, upper story stepbacks, and active frontage design requirements, including the location and design of retail priority areas.
- A Regulating Plan diagram illustrating setbacks, requirements for new street connections and open spaces, including urban parks, linear parks, paseos, and pedestrian paths, as well as the location of retail priority areas.

3.7.1 MAIN STREET DISTRICT AND LIBRARY DISTRICT

The Main Street Mixed-Use (MS-MU) and Library Mixed-Use (LD-MU) zones are intended to support a balanced mix of residential, retail, service, office, and public uses supporting the community and surrounding neighborhoods. Office and retail uses on Main Street are encouraged to be mixed-use, with the opportunity to support smaller tenants at the street level, including shops, restaurants, services, office, and live-work, with housing and office spaces above. Development shall comply with the standards of this section, including Figure 3-4, Main Street District Regulating Plan.

FIRST FLOOR ELEVATIONS

1. See Section 3.2.9 for applicable regulations related to first floor elevations in flood hazard areas.

SETBACK AND STEPBACK STANDARDS

1. Building setbacks and stepbacks shall comply with the standards in Table 3-4 and the following.
    a. Along Main Street, 70% of the building street frontage shall be built to the minimum front setback. The remaining building frontage may be set back, up to the maximum front setback dimension, to allow site features such as plazas and open space, outdoor dining, building entries, and building articulation.
    b. Where identified, upper story building stepbacks shall be required for a minimum of 50% of the building frontage.

ACTIVE FRONTAGE DESIGN

1. The following intersections along Main Street shall be developed as retail priority corners:
    a. Main Street / Corning Avenue.
    b. Main Street / Tom Evatt Park.
    c. Main Street / Curtis Avenue.
2. New buildings at retail priority corners shall be designed to support active ground-floor commercial wrapping the corner, as required in Section 3.6.
3. Throughout the Main Street and Library Districts, Main Street is designated as an activity street.
    a. The requirements of retail priority areas and activity streets are described in Section 3.6.
4. Buildings shall be oriented to the street open spaces, plazas, and paseos throughout the Main Street and Library Districts. Additionally, primary building frontages shall include active building frontages with patios, stoops, and building entries facing the street along Main Street and Abel Street.
5. Refer also to Chapter 4 (Objective Design Standards) for additional criteria related to building placement, frontage design, and active ground floor building frontages.

TABLE 3-4: MAIN STREET MIXED-USE (MS-MU) AND LIBRARY DISTRICT MIXED-USE (LD-MU) STANDARDS

FRONT SETBACKS (MIN-MAX)	
Main Street	5-12 feet
Abel Street (East), Curtis Avenue	8-15 feet
Local Streets	5-12 feet
INTERIOR SIDE AND REAR SETBACKS (MIN)	
Interior Side and Rear	0 feet
Along Existing Railway	Refer to SP Section 4.1.3 C
UPPER STORY STEPBACKS (MIN/MAX)	
Main Street	5 feet min. above 3 stories
Abel Street Curtis Ave	5 feet min. above 4 stories

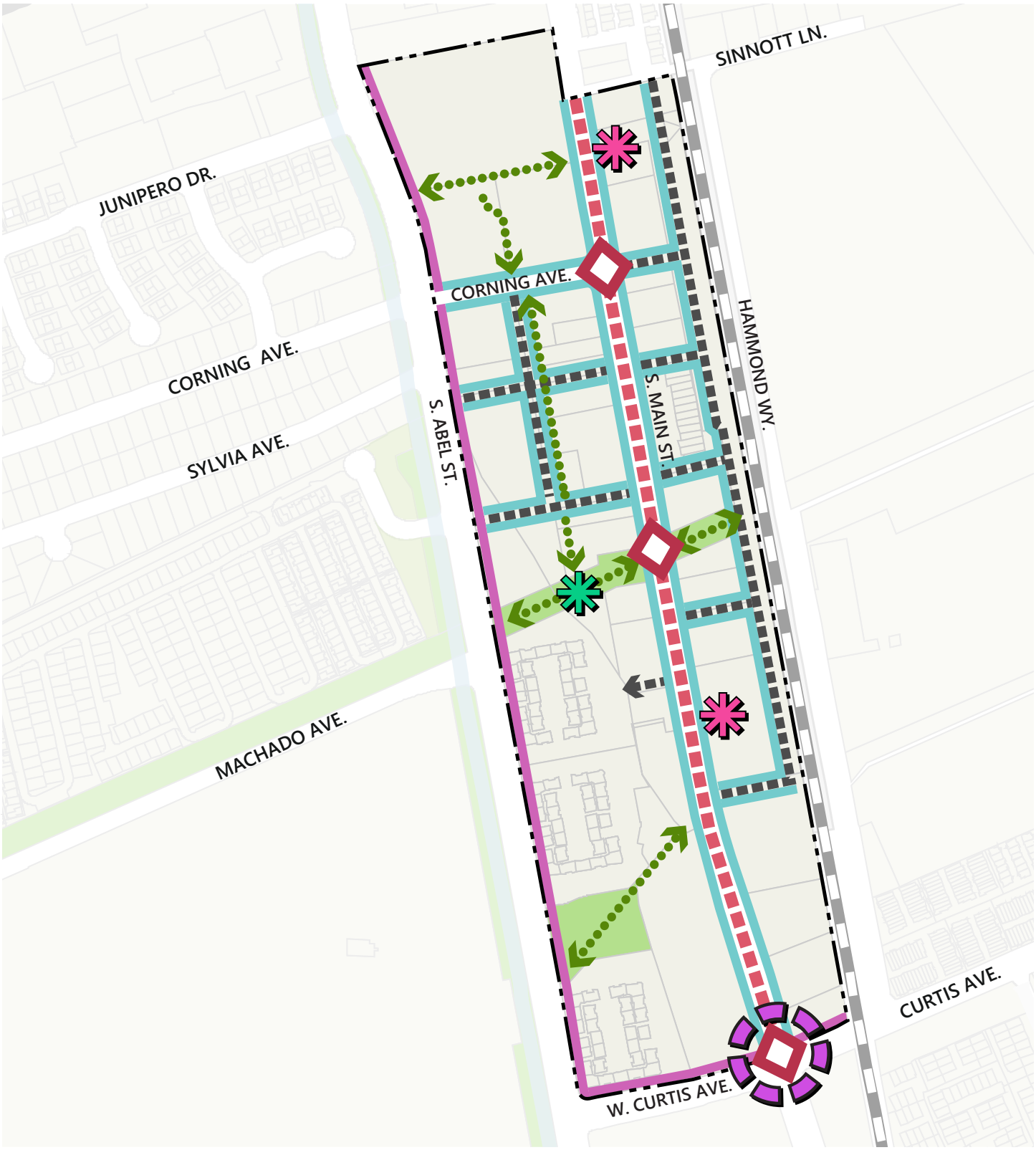
STREET AND PUBLIC REALM IMPROVEMENTS

1. As sites are redeveloped, new streets, paseos, and parks/open spaces shall be required to be consistent with Figure 3-4.
2. Coordinate with San Francisco Public Utilities Commission (SFPUC) for any improvements located in the Hetch Hetchy corridor.
3. See Chapter 5 (Mobility) and Chapter 6 (Public Realm) for criteria related to street and public realm improvements.

PARKING STANDARDS

1. Refer to Section 3.10 (Parking Standards) for off-street parking standards, including for properties within the one-half mile radius of a light rail transit station.

Figure 3-4 Main Street District Regulating Plan



3.7.2 CROSSROADS DISTRICT

The Crossroads Mixed-Use (XR-MU) zone supports a compatible mix of retail, entertainment, office, multifamily residential, civic, and recreational uses within a pedestrian-oriented streetscape environment. Development shall comply with the standards of this section, including Figure 3-5, Crossroads District Regulating Plan.

FIRST FLOOR ELEVATIONS

1. See Section 3.2.9 for applicable regulations related to first floor elevations in flood hazard areas.

SETBACK AND STEPBACK STANDARDS

1. Building setbacks and stepbacks shall comply with the standards in Table 3-5 and the following standards.
   a. Where front setback ranges are proposed, a minimum of 60% of the building frontage shall be built to the minimum front setback. The remaining building frontage may be set back, up to the maximum front setback dimension, to allow for site features, such as plazas and open space, outdoor dining, building entries, and building articulation.
   b. Where identified, upper story building stepbacks shall be required for a minimum of 50% of the building frontage.
2. Along the north/northwest and south boundaries of the Crossroads District, where new development is proposed adjacent to single-family residential zones, development shall comply with the setback and height transitions standards in Section 4.1.3 A.

ACTIVE FRONTAGE DESIGN

1. In order to create a vibrant retail and entertainment environment, development on Main Street and Serra Way shall be subject to the active retail frontage and activation requirements for Retail Priority Areas and Activity Streets addressed in Section 3.6.
2. The following intersections along Main Street shall be developed as retail priority corners:
   a. Serra Way / Abel Street.
   b. Main Street / Carlo Street.
3. Within the Serra Center area, new activity streets and retail priority corners are required as follows:
   a. A minimum of 1 new activity street, running east-west between Serra Way and Junipero, linking Abbott Avenue to Abel Street.
   b. A minimum of 2 new activity streets, running north-south, connecting north to Serra Way and Calaveras Boulevard.
   c. A minimum of 2 new retail priority corners at the intersection of the above activity streets.
4. At retail priority corners, new buildings shall provide corner retail storefronts as addressed in Section 3.6.

TABLE 3-5: CROSSROADS DISTRICT MIXED-USE (XR-MU) DEVELOPMENT STANDARDS

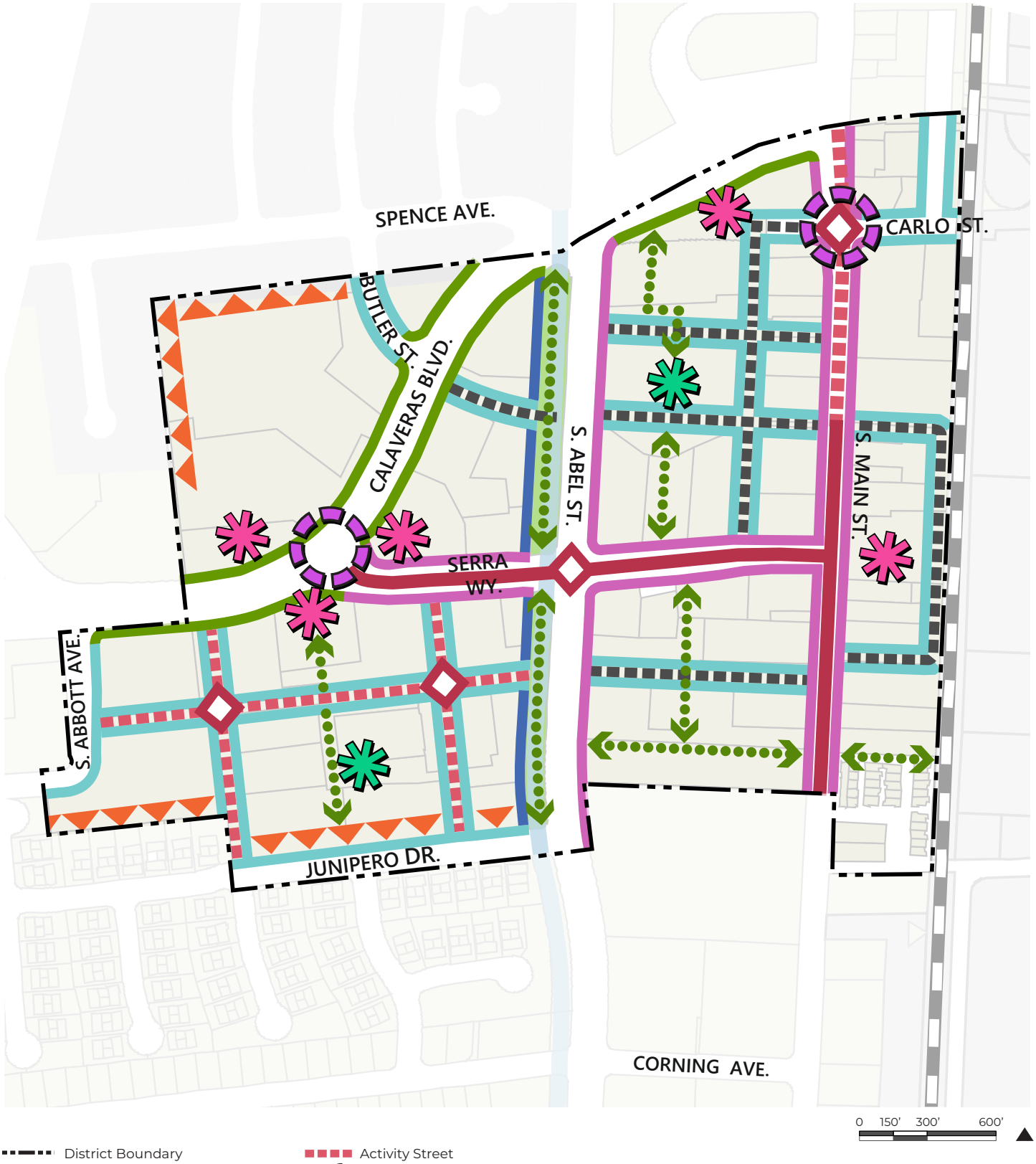
FRONT SETBACKS (MIN-MAX)	
Main Street	8-15 feet
Serra Way	8-15 feet
Calaveras Boulevard	15 feet min.
Abel Street (East)	8-15 feet
Creek on S. Abel Street (West)	Refer to SP Section 4.1.3 D
Local Streets, S. Abbott Avenue	5-12 feet
INTERIOR SIDE AND REAR SETBACKS (MIN)	
Interior Side and Rear	0 feet
Interior Side and Rear Adjacent to Single Family Residential or Adjacent to Open Space	10 feet
Along Existing Railway	Refer to SP Section 4.1.3 C
UPPER STORY STEPBACKS (MIN/MAX)	
Main Street	5 feet min. above 3 stories
Serra Way, Abel Street, Abbott Avenue	5 feet min. above 4 stories
Calaveras Boulevard	10 feet min. above 4 stories

5. Buildings shall be oriented to the street within the Crossroads District. Additionally, primary building frontages shall include active building frontages with patios, stoops, and building entries facing open spaces, plazas, and paseos within the Crossroads District.
6. Refer to Chapter 4 (Objective Design Standards) for additional criteria related to building placement, frontage design, and active ground floor building frontages.

STREET AND PUBLIC REALM IMPROVEMENTS

1. As sites are redeveloped, new streets, paseos, and parks/open spaces are required consistent with Figure 3-5.
2. To support outdoor entertainment and retail uses, parklets and sidewalk extension for al-fresco dining are permitted within the flex zone areas along S. Main Street and Serra Way as illustrated in the respective street design sections in Chapter 5 (Mobility).
3. See Chapter 5 (Mobility) and Chapter 6 (Public Realm) for criteria related to street design and public realm improvements.

Figure 3-5 Crossroads District Regulating Plan



3.7.3 GATEWAY DISTRICT

The Gateway Mixed-Use (GW-MU) zone is characterized by a community-serving commercial orientation along I-880 and Calaveras Boulevard and a neighborhood-serving transition area adjacent to existing neighborhoods within the northern end of the Gateway District. Development shall comply with the standards of this section, including Figure 3-6, Gateway District Regulating Plan.

FIRST FLOOR ELEVATIONS

1. See Section 3.2.9 for applicable regulations related to first floor elevations in flood hazard areas.

SETBACK AND STEPBACK STANDARDS

1. Building setbacks and stepbacks shall comply with the standards in Table 3-6 and the following standards.
   a. Where front setback ranges are proposed, a minimum of 60% percent of the building frontage is required to meet the minimum front setback. The remaining building frontage may be set back, up to the maximum front setback dimension, to allow for site features such as plazas and open space, outdoor dining, building entries, and building articulation.
   b. Upper story building stepbacks shall be required for a minimum of 50% of the building frontage.
2. Along the north and east boundary of the Gateway District, where new development is proposed adjacent to low-density residential zones, development shall comply with the setback and height transitions standards in Section 4.1.3 A.
3. Development adjacent to the freeway shall comply with the standards in Section 4.1.3 B.

TABLE 3-6: GATEWAY DISTRICT MIXED-USE (GW-MU) DEVELOPMENT STANDARDS

FRONT SETBACKS (MIN-MAX)	
S. Abbott Avenue (North of Calaveras)	7 feet min.
Calaveras Boulevard	15 feet min.
S. Abbott Avenue (South of Calaveras) and Valley Way	5-12 feet
INTERIOR SIDE AND REAR SETBACKS (MIN)	
Interior Side and Rear	0 feet
Interior Side and Rear Adjacent to Single Family Residential or Adjacent to Open Space	10 feet; see also Specific Plan Section 4.1.3 A
Along Freeway Edge	Refer to SP Section 4.1.3 B
UPPER STORY STEPBACKS (MIN/MAX)	
Minimum Stepback Required Fronting Calaveras Boulevard	10 feet min. above 4 stories
S. Abbott Ave.	5 feet min. above 4 stories

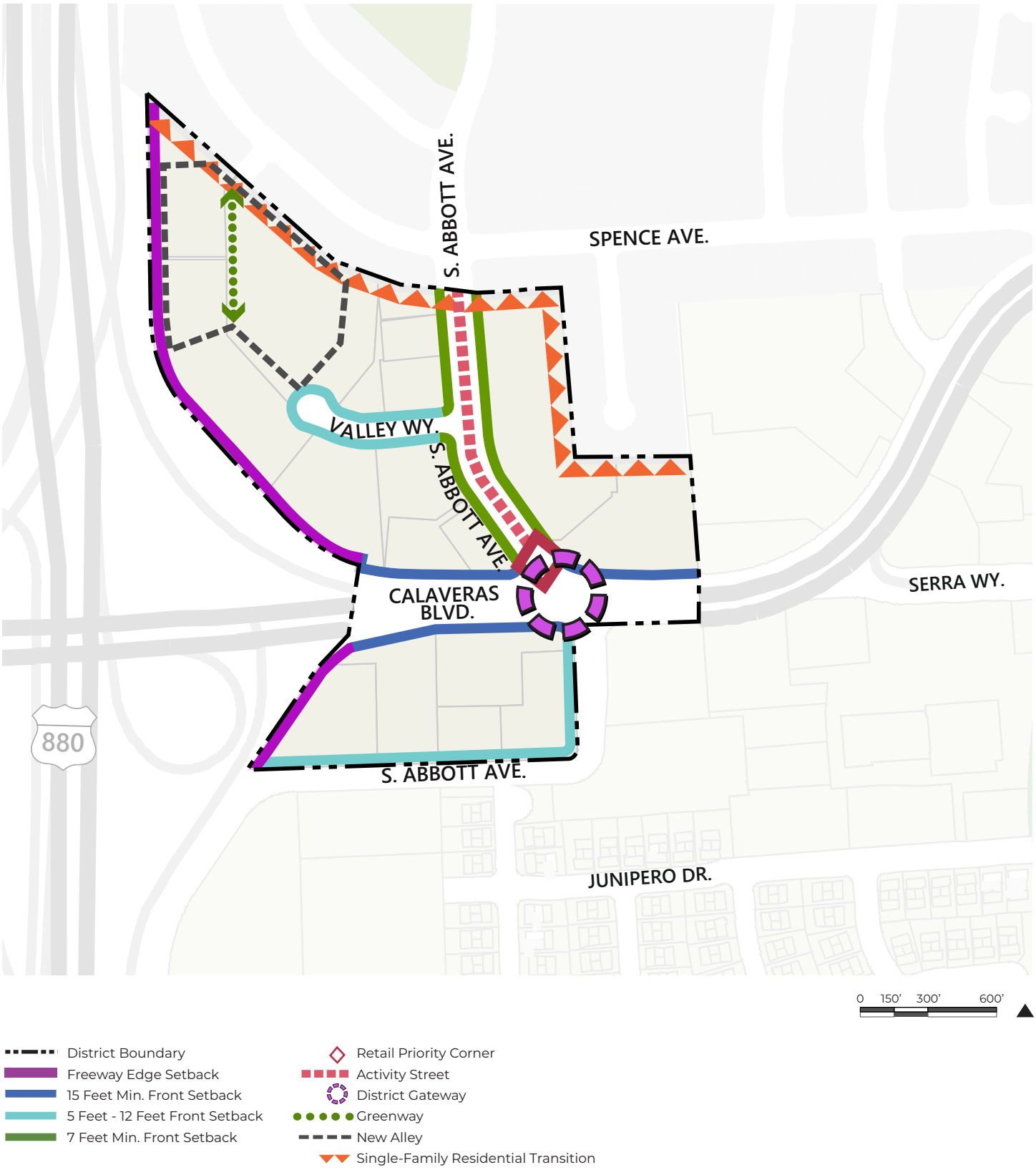
ACTIVE FRONTAGE DESIGN

1. The Calaveras Boulevard / Abbott Avenue intersection shall be developed as a retail priority corner.
   a. New buildings at retail priority corners shall be designed to support active ground-floor commercial uses wrapping the corner, as required in Section 3.6.
2. S. Abbott Avenue, north of Calaveras Boulevard shall be treated as an activity street, requiring active ground floor uses, but no retail.
3. Buildings in the Gateway District shall be oriented to the street and include active building frontages, with patios, stoops, and building entries facing open spaces, plazas, and paseos. Refer to Chapter 4 (Objective Design Standards) for additional criteria related to building placement, frontage design, and active ground floor building frontages.

STREET AND PUBLIC REALM IMPROVEMENTS

1. As sites are redeveloped, new streets, paseos, and parks/open spaces are required consistent with Figure 3-6.
2. See Chapter 5 (Mobility) and Chapter 6 (Public Realm) for criteria related to street and public realm improvements.

Figure 3-6 Gateway District Regulating Plan



3.7.4 ABBOTT DISTRICT

The Abbott District-Business Park (AD-BP) zone allows a mix of office, light industrial, and accessory commercial and business uses, organized within a landscaped business park campus setting. Development shall comply with the standards of this section, including Figure 3-7, the Abbott District Regulating Plan.

FIRST FLOOR ELEVATIONS

1. See Section 3.2.9 for applicable regulations related to first floor elevations in flood hazard areas.

SETBACK STANDARDS

1. Where setback ranges are proposed, a minimum of 60% percent of the building frontage is required to meet the front setback as identified in Table 3-7.
   a. The remaining building frontage may be set back, up to the maximum front setback dimension, to allow for site features such as plazas and open space, outdoor dining, building entries, and building articulation.
2. Along the east boundary of the Abbott District, where new development is proposed adjacent to low-density residential zones, development shall comply with the setback and height transitions standards in Section 4.1.3 A.
3. Development adjacent to the freeway shall comply with the standards in Section 4.1.3 B.

TABLE 3-7: ABBOTT DISTRICT BUSINESS PARK (AD-BP) DEVELOPMENT STANDARDS

FRONT SETBACKS (MIN-MAX)	
S. Abbott Avenue (Except Along the Freeway)	5-10 feet
Thompson Street Extension	5-10 feet
Great Mall Parkway	10 feet min.
Internal Business Park Streets	5-10 feet
Along Freeway Edge	Refer to SP Section 4.1.3 B
INTERIOR SIDE AND REAR SETBACKS (MIN)	
Interior Side and Rear	0 feet
Interior Side and Rear Adjacent to Single Family Residential or Adjacent to Open Space	10 feet; see also Specific Plan Section 4.1.3 A

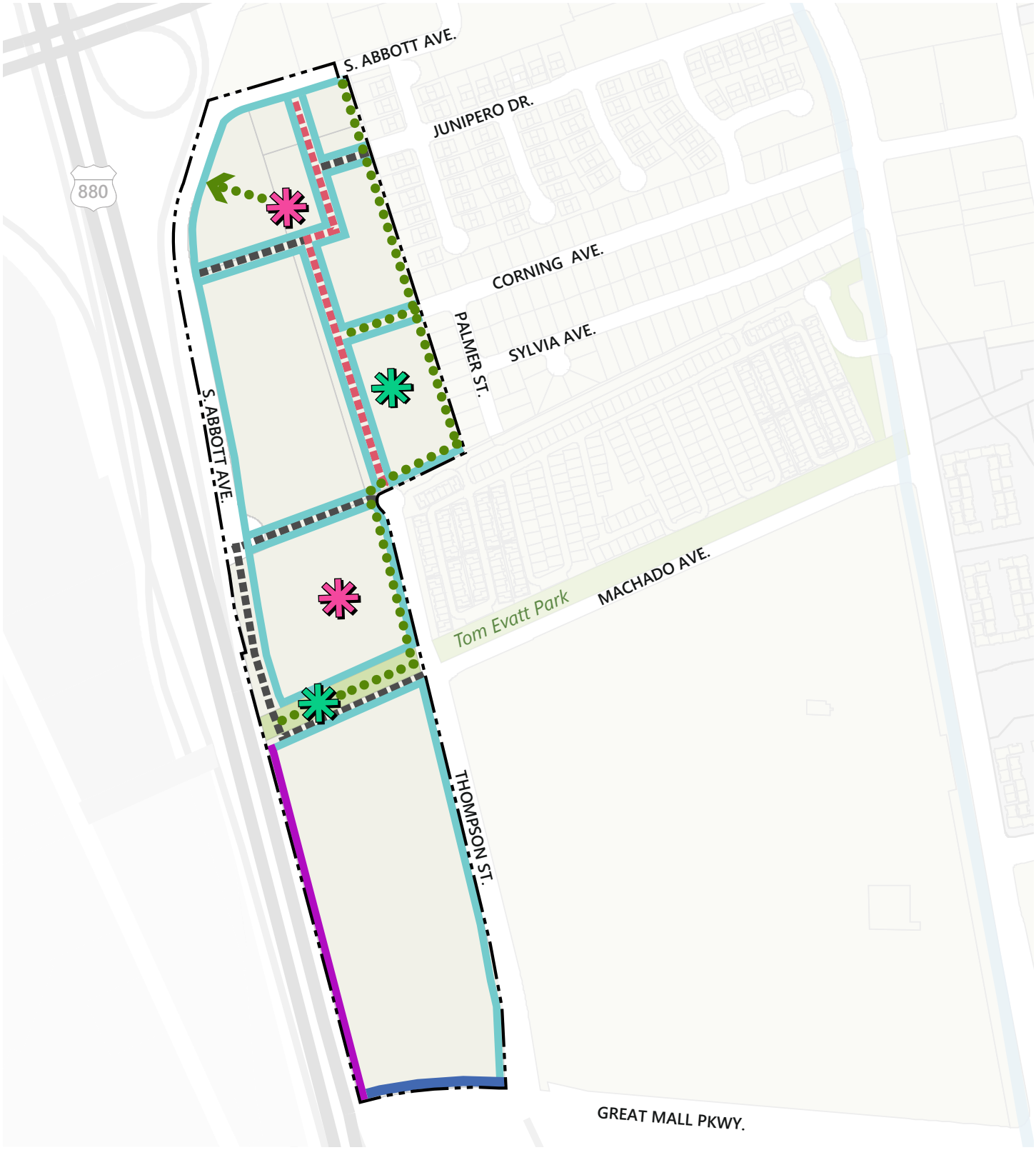
ACTIVE FRONTAGE DESIGN

1. Buildings shall be oriented to public streets and open space with ground floor commercial facades, patios, building entries, and decks.
2. New buildings shall incorporate active ground floor uses and building frontages, per Section 3.6, in the following locations:
   a. Adjacent to public open spaces, parks, and plazas.
   b. Along Thompson Court.
   c. Along S. Abbott Avenue, north of Junipero Drive.
3. Refer also to Chapter 4 (Objective Design Standards) for additional criteria related to building placement, frontage design, and active ground floor building frontages.

STREET AND PUBLIC REALM IMPROVEMENTS

1. As sites are redeveloped, new streets, paseos, and parks/open spaces are required consistent with Figure 3-7.
2. Incorporate green stormwater infrastructure, such as bioswales, stormwater planters, or urban agriculture, in amenity zones, curb extensions, and/or other landscaped areas throughout the district. Green infrastructure shall comply with the standards in Section 6.5.3.
3. See Chapter 5 (Mobility) and Chapter 6 (Public Realm) for criteria related to street and public realm improvements.

Figure 3-7 Abbott District Regulating Plan



3.8 Policies for Urban Reserve Areas

If and when it is determined that the Urban Reserve Areas or their associated facilities are no longer needed for their current purpose, redevelopment shall be consistent with the criteria established in this Specific Plan, as well as the following policies.

3.8.1 ELMWOOD CORRECTIONAL FACILITY

The Elmwood Correctional Facility complex is a County correctional facility on 62 acres at the south end of the Plan Area, bordering Great Mall Parkway, between Abel Street and Thompson Street. The area is ideally located to support commercial and high density residential mixed-use development located within a one-half mile of two light rail train stations. Should disposition or redevelopment of this land occur, the following policies apply:

1. Work with Santa Clara County on a Master Plan for the future reuse of the property. The Master Plan shall evaluate and plan for all needed infrastructure to support new development.
2. Rezone for high density mixed-use, allowing 75 dwelling units per acre, to take advantage of the proximity to transit.
3. Extend a street grid system to connect with existing streets, open space, and the bike and pedestrian network connecting the Plan Area and greater Milpitas.
4. Plan for one or two additional right-in, right-out access on to Great Mall Parkway to improve local access to this area.
5. Improve the streetscape character around the edges of the property, including on Abel Street, Thompson Street, Machado Avenue, and Great Mall Parkway.
6. Plan for new parks and open space to support future development of this property while integrating with adjacent neighborhoods. Connect to Tom Evatt Park by incorporating a multi-use trail on the west side of Penitencia Creek and potentially introduce more native plantings to the creek.

3.8.2 NORTH RAILYARDS

The Specific Plan provides for the continuation of existing manufacturing, warehousing, and light industrial uses as allowed under the current Heavy Industrial land use. Should property owners wish to pursue other uses on the property in the future, the appropriate land uses should be determined at that time subject to the following policies and consistent with the Regulating Plan illustrated in Figure 3-8.

1. Require a Master Plan that extends a street grid network to support the future redevelopment of the North Railyards area, including a new north-south spine road. The Master Plan shall evaluate and plan for all needed infrastructure to support new development.
2. Preserve the street view corridors of east-west streets on the other side of Main Street, such as at Corning Avenue.
3. Require a minimum of one new railroad crossing to serve future development, guided by the potential railroad crossing locations recommended in the mobility framework diagram in Chapter 5.
4. Require the environmental remediation of industrial sites per city, state, and federal law requirements.
5. First floor elevations in flood hazard areas shall reference Section 3.2.9 and the Milpitas Municipal Code, Floodplain Management Regulations.

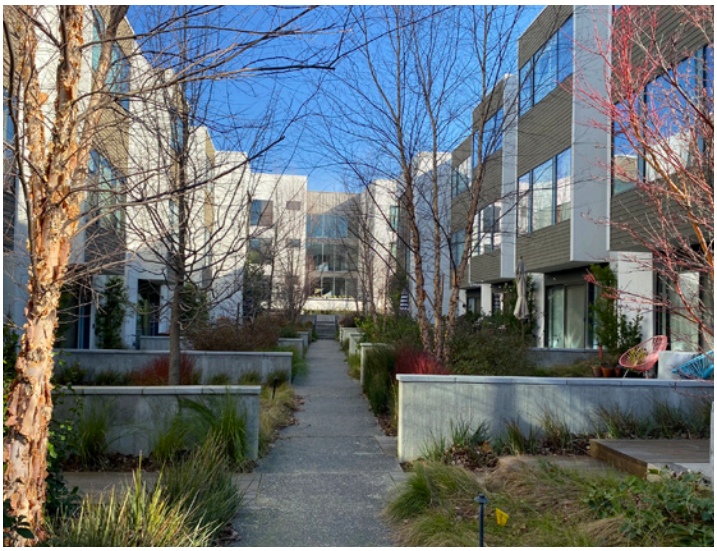
3.8.3 SOUTH RAILYARDS

The South Railyards is identified as Very High Density Residential in the General Plan land use designation in anticipation of the area's future reuse as a residential community north of the Parc Metro community. Future development shall comply with the following policies, and be consistent with the North and South Railyards Regulating Plan illustrated in Figure 3-8.

1. Require a Master Plan that extends a street grid network to support the future redevelopment of the North Railyards area, including a new north-south spine road. The Master Plan shall evaluate and plan for all needed infrastructure to support new development.
2. Allow 75 dwelling units per acre in the Very High Density Residential land use designation.
3. Protect the Hetch Hetchy right-of-way corridor as a public open space resource serving the community and connect it with a community trail loop.
4. Integrate future development with the existing streets and urban fabric of the Parc Metro community to the south, including improving Curtis Avenue and extending Tower Drive to the north. See the Mobility chapter for guidance related to the future street network and connectivity in the South Railyards.
5. Improve Hammond Way as a multimodal street with the opportunity for a protected off-street bike trail along the BART Station tracks. Consider the potential for a bike and pedestrian crossing of the railroad tracks along the Hetch Hetchy corridor to provide community access to Main Street.
6. Screen the railroad tracks and Industrial facilities with landscaping and walls or fences with soundproofing technology.
7. Require the environmental remediation of Industrial sites per city, state, and federal law.
8. First floor elevations in flood hazard areas shall reference Section 3.2.9 and the Milpitas Municipal Code, Floodplain Management Regulations.

Figure 3-8 North Railyards and South Railyards Regulating Plan

Common Outdoor Space: Common outdoor open spaces include courtyards and greens, such as this shared space in the Milpitas Metro area.



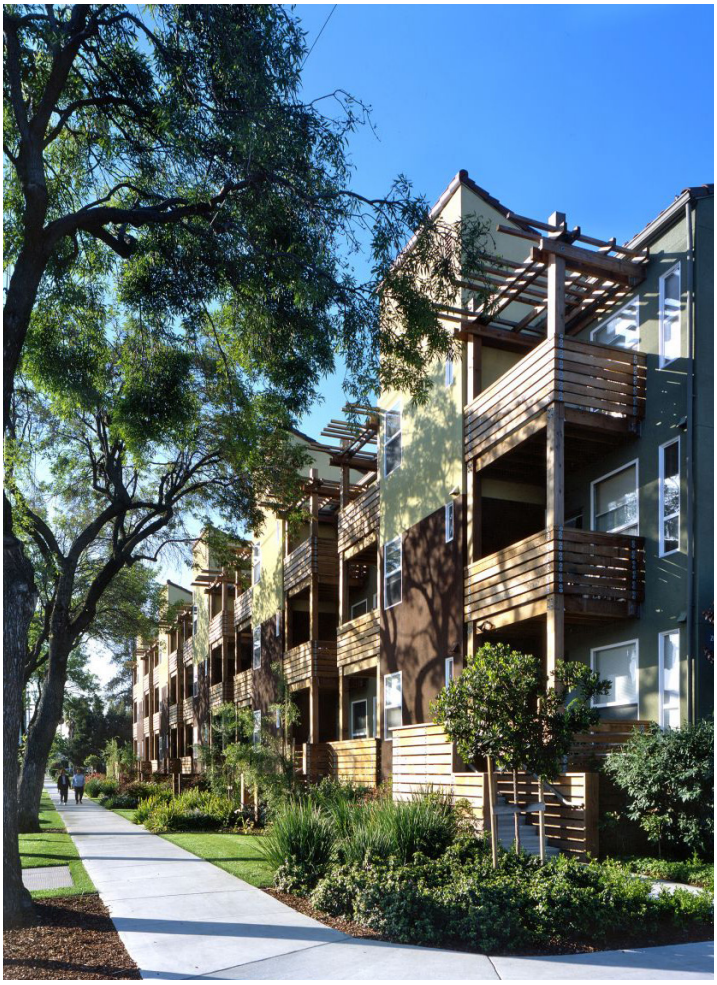
Publicly Accessible Private Open Space: Forecourts and patios are privately owned, but arranged to create the feeling or a larger common open space.

3.9 Open Space Standards

Projects shall provide the minimum open space based on project type, scale, and lot size as specified below and identified in Table 3-8. Areas that are used regularly for parking, loading, or storage shall not count towards minimum open space requirements.

3.9.1 MINIMUM OPEN SPACE

1. **Residential and mixed-use projects with residential uses** must provide on-site open space in the form of common outdoor open space and private open space, per the requirements of Table 3-8.
    a. If development is unable to meet the full amount of required common open space on-site, an in-lieu fee may be used to satisfy up to 50% of the requirement. See "Improvements: Dedication of Land or Payment of Fee or Both, for Recreational Purposes" within the Subdivision regulations of the Municipal Zoning Code for requirements related to in-lieu fees.
    b. Fee provisions will be established on a project-by-project basis, as determined at the time of project entitlements.
    c. A minimum of 5% of the open space shall be made publicly accessible. Additional public accessible open space beyond the minimum require may quality for an incentive as addressed in Section 3.4 (Economic and Development Incentives).
2. **Non-residential projects** with more than 10,000 square feet shall provide a minimum of 10% of the gross non-residential floor area as common outdoor open space.



Private Open Space: Private open space can include ground-level patios and upper-level balconies.

3.9.2 COMMON OUTDOOR OPEN SPACE

Common outdoor open spaces (COS) are usable spaces shared among tenants or owners of a building or development, including residential subdivisions (including rowhomes/townhomes), multi-family residential projects, and residential mixed-use projects. COS may include courtyards, gardens, greens, and rooftop gardens.

1. Common outdoor open space requirements apply to all multi-family and mixed-use projects with five residential units or more.
2. Common outdoor open spaces shall be immediately adjacent to residential units and shall be accessible to all residents.
3. Publicly-accessible private open space, such as plazas, forecourts, and pedestrian paseos are encouraged, and may be used to satisfy the requirements for common outdoor open space if they meet the requirements of this section. See Section 6.3.4 (Privately-Owned, Public Open Spaces), for additional information and criteria.
4. Common outdoor open spaces shall meet the following dimensional/size requirements:
    a. The minimum area for common open space shall be 1,000 square feet, with a minimum dimension of 40 feet x 25 feet.
    b. Where enclosed on three or more sides by a building (i.e. a courtyard), courtyards shall:
        - Have one dimension (width or length) that is equal to or greater than the highest building height of the adjoining face.
        - Have a second dimension (width or length) that is equal to or greater than 80% of the highest building height of the adjoining face.
5. A minimum of 20% of the open space area shall be planted with native plantings, trees, ground cover, and/or shrubs. Additionally:
    a. A minimum of one tree from the Recommended Street Tree list in Table 6-1 shall be provided for every 400 square feet of outdoor area. New trees included in open space areas may count towards replacement requirements required by the City of Milpitas Tree Removal Checklist and Application.
    b. Seating options, such as seat walls, planter ledges, benches, and/or movable seating shall be provided at a ratio of 1 bench, or equivalent amount of seating area, per 300 square feet of outdoor area.
6. Lighting shall be provided in common outdoor open space and shall meet the following requirements:
    a. Light levels at a property line shall not exceed .05 foot-candles for all properties with residential uses.
    b. Exterior light fixtures, including pole lights, wall-mounted lights and bollards shall be fully shielded and downward-facing in order to minimize glare and light trespass within and beyond the project site.
    c. Allowed light sources (bulb types) for exterior lighting include:
        - Metal Halide (MH)
        - Linear or Compact Fluorescent
        - Induction Lighting
        - Light Emitting Diode (LED)
        - Incandescent lighting, permitted for exterior accent lighting only
7. A minimum of 75% of the area shall be open to the sky and free of permanent weather protection or encroachments. Trellises and similar open-air features are permitted.
8. Common outdoor open spaces shall incorporate at least two of the following residential amenities to occupy a minimum of 50% of the required area:
    a. Tot lot/play structure
    b. Community garden
    c. Shaded picnic table and BBQ areas
    d. Swimming pool
    e. Sports courts (e.g. tennis, basketball, etc.), or outdoor games (boccie ball, chess tables, etc.)
    f. Open lawn and play areas

TABLE 3-8: MINIMUM RESIDENTIAL OPEN SPACE REQUIREMENTS

NUMBER OF UNITS	COMMON OUTDOOR OPEN SPACE	PRIVATE OPEN SPACE
< 5 Units	Exempt	100 sf/unit
6+ units	60 sf/unit	40 sf/unit

3.9.3 PRIVATE OPEN SPACE

Private open spaces, such as balconies, decks, porches, patios, private yards, and terraces, among others, adjoin a dwelling unit and are reserved for the exclusive use of the unit's resident(s) and guest(s).

1. Private open spaces shall comply with the following standards:
    a. A minimum dimension of 5 feet in all directions.
    b. Designed to overlook common open spaces, public open space, paseos, or streets.
    c. Private open space may be met with multiple private open spaces per unit provided that a minimum of one private open space is accessible from the common area in the unit.

3.10 Parking Standards

The purpose of this section is to provide an adequate amount of parking within all districts within the Plan Area while maintaining the pedestrian-oriented character envisioned for the Crossroads and Main Street districts. Projects shall provide parking based on use and size as specified below and identified in Table 3-9.

3.10.1 PARKING RATIOS

The vehicular parking ratios provided in Table 3-9 shall apply to typical uses in the Specific Plan Area.

1. For mixed-use projects with different land uses that are part of the same project (e.g. retail and residential), the parking requirements for each separate land use are applicable, and shall be added together to determine the total parking requirements for the project, unless an alternative shared parking approach is used, consistent with Section 3.10.2, below.
2. For residential, commercial, or other development projects that are within one-half mile of a VTA light rail station, no minimum vehicular parking shall be required for the uses noted in Table 3-9.
3. For any project undergoing a change in use, if the new use has a greater parking requirement than the previous use by more than 25%, the difference in required spaces between the previous and proposed use shall be provided.
4. Non-residential uses within the Plan Area may meet parking requirements with on-street parking, as allowed by the parking reductions in the Zoning Ordinance.

3.10.2 SHARED PARKING

Shared and district parking facilities are highly encouraged within the Crossroads and Main Street Districts. Shared parking facilities include:

1. On-site parking shared across multiple parcels.
    a. Where shared on-site parking has been provided, projects may be permitted up to a 25% reduction in the number of parking spaces for all non-residential uses included in the shared parking agreement.
    b. Shared parking plans shall be submitted to the City for review.
2. Off-site parking garages located within one-quarter mile of the project.
    a. Satisfaction of vehicular parking through an off-site facility is permitted provided such facility is demonstrated to have sufficient excess capacity to accommodate the parking requirements of the proposed use during peak parking hour demands.
    b. Off-site parking on public or private property shall be evidenced by a deed, lease, contract, or similar written instrument approved by the City Attorney.

3.10.3 UNBUNDLED PARKING

1. Where a project provides new residential units, off-street vehicle parking spaces shall be leased or sold separately from the unit rental or purchase fees, so that renters or buyers have the option of renting or buying the residential unit at a lower price than if the parking was included.
    a. Renters or buyers have the right of first refusal to parking built for their unit. Any remaining spaces may be leased to other users on a month-to-month basis. New occupants shall have the opportunity to lease or purchase parking built for their unit.
    b. For deed-restricted affordable units, one parking space shall be included in the base rent of each unit. The tenant may choose to receive the parking space or receive a rent discount equivalent to half the amount charged for monthly lease of a parking space. Tenants of affordable units shall not sublease their parking spaces.

3.10.4 PARKING LOCATION AND ACCESS

1. New on-site parking shall be located to the rear of buildings when provided within the Crossroads and Main Street Districts.
2. Access to on-site parking shall be from side streets or rear alleys where applicable.
3. Where new off-street parking has been provided within 50 feet of existing off-street parking, access to the parking from the public right-of-way shall be combined.
4. Further guidance on parking location and access is provided in Chapter 4 (Objective Design Standards).
5. Parking layout and design shall comply with the city's Zoning Ordinance requirements.

3.10.5 ELECTRIC VEHICLE CHARGING

Refer to the Zoning Ordinance requirements for Electric Vehicle Charging Spaces.

3.10.6 BICYCLE PARKING

The bicycle parking ratios provided in Table 3-9 shall apply to typical uses in the Gateway-Main Street Specific Plan Area. Refer to the latest version of the CALGreen Code for non-residential bicycle parking design and siting requirements. Residential bicycle parking shall be provided in a secure area accessible only to residents.

TABLE 3-9: MINIMUM OFF-STREET VEHICULAR AND BICYCLE PARKING STANDARDS			
TYPICAL USE[1]	MINIMUM VEHICULAR PARKING REQUIREMENTS[3]		MINIMUM BICYCLE PARKING REQUIREMENTS
	CROSSROADS AND MAIN STREET DISTRICTS	OTHER AREAS	
RESIDENTIAL OFF-STREET PARKING			
Dwelling Unit	1.0 space per unit; plus 1.0 guest parking space per 4 units	1.5 spaces per unit; plus 1.0 guest parking space per 3 units	0.5 spaces per unit
Shopkeeper unit or live-work unit	1.0 space per unit; plus 1.0 guest parking space per 4 units	1.5 spaces per unit; plus 1.0 guest parking space per 3 units	
Special Group Residence	Refer to Municipal Code	Refer to Municipal Code	
All Others	1.5 spaces per unit; plus 1.0 guest parking space per 4 units	2.0 spaces per unit; plus 1.0 guest parking space per 3 units	
NON-RESIDENTIAL OFF-STREET PARKING			
Artisan Shops, General Retail, Convenience Retail[2]	1.0 space per 1,000 sf	1.0 space per 500 sf	1.0 space per 5,000 sf
Restaurants, Cafes, Dining, Entertainment[2]	1.0 space per 1,000 sf	1.0 space per 500 sf	
Outdoor Dining for restaurants, cafes, dining, entertainment, and similar uses	No additional parking	No additional parking	
Bars, Breweries, Wineries, and Brew Pubs	1.0 space per 1,000 sf	1.0 space per 500 sf	1.0 space per 5,000 sf
Professional Office, Medical/ Dental Office, Bank, Savings & Loan, and other Office Uses	1.0 space per 500 sf	1.0 space per 500 sf	1.0 space per 5,000 sf
Personal Services, except Commercial Athletic Clubs	1.0 space per 500 sf	1.0 space per 500 sf	1.0 space per 5,000 sf
Commercial Athletic Clubs	1.0 space per 500 sf	1.0 space per 250 sf	
Bed & Breakfast, Hotel	0.5 spaces per room	0.75 spaces per room	
Conversion of City Listed Historic Resources	No additional parking	No additional parking	No additional parking
Industrial (Including light industrial, manufacturing, and distribution)	N/A	1.0 space per 1,500 sf	1.0 space per 7,500 sf
Office Space within an Industrial Building	N/A	1.0 space per 500 sf	

Notes:

1. *Uses not shown in this table shall reference the off-street parking regulations in the Zoning Ordinance.*
2. *Projects containing less than 6,000 sf are exempt from off-street parking requirements.*
3. *Use shall comply with the parking ratios standards in Section 3.10.1 including no minimum vehicular parking is required for residential, commercial, or other development projects located within one-half mile of a VTA light rail station.*

3.11 Special Use Standards

Given their unique nature, certain activities and uses have special impacts upon the community, giving rise to a need for special review procedures or standards. Uses subject to the Special Use standards in the Zoning Ordinance are indicated in Table 3-1. Additional use standards, complying with the goals, objectives, policies, and implementation programs of the Specific Plan, are specified below.

3.11.1 CERTAIN RETAIL AND SERVICE USES

Within the MS-MU, LD-MU, and the XR-MU zone (east of Abel Street), personal services, convenience stores, grocery stores, commercial athletic facilities, repair services, private and group instruction, and all types of financial institutions shall be subject to the following:

1. These uses are less than or equal to 20,000 square feet in gross floor area, except for grocery stores and financial institutions (refer to standard numbers 2 and 3, below).
2. Grocery stores shall be less than or equal to 30,000 square feet, unless otherwise permitted with a Conditional Use Permit.
3. Financial institutions shall be less than or equal to 20,000 square feet, unless otherwise permitted with a Conditional Use Permit.
4. Use of the area in front of the store for approved outdoor seating areas and/or product display only.
5. Conform with the Objective Design Standards, herein, related to active frontages.

3.11.2 QUASI-PUBLIC USES

The following uses shall be limited in the MS-MU and XR-MU zones, but permitted provided their location is first approved by the Planning staff, Zoning Administrator, or the Planning Commission (as applicable) in accordance with the Zoning Ordinance regulations for Conditional Use Permits and Minor Conditional Use Permits; and the use is not located within 1,000 feet of the parcel boundary of another of the same quasi-public use listed below. This distance shall be measured from the property line of the parcel where such use is located.

1. Churches and religious institutions.
2. Places of meeting or assembly, such as auditoriums, banquet halls, and fraternal or union halls.
3. Private elementary, middle, or high schools.

3.11.3 PERFORMANCE STANDARDS FOR CERTAIN USES

For the following uses requiring the approval of a Minor Conditional Use Permit by staff, the following performance standards shall be met.

1. Vehicle related uses, transportation passenger terminals/facilities, and pawnshops may not be located within 1,000 feet of another same use. This distance shall be measured from the property line of the parcel where such use is located.
2. In order to assist the City of Milpitas in its efforts to receive direct distribution of the local tax on materials associated with autobroker businesses, the California Sales and Use Tax (the "Local Tax") shall be allocated to the project site, to the extent reasonably possible. Evidence of tax allocation or cause as to why such allocation cannot be made shall be submitted at the time of business license submittal.
3. Within the AD-BP zone, all uses and activities must take place within an enclosed building, except for permitted outdoor uses, such as recreation and outdoor dining.

3.11.4 OUTDOOR MUSIC

Outdoor music as an accessory use in conjunction with a restaurant or bar shall be permitted for the entertainment and enjoyment of customers at the restaurant or bar during regular operating hours.

1. Outdoor music as an accessory use shall be limited to the hours of 9:00 a.m. to 10:00 p.m, except that outdoor music may be extended until 11:00 pm within the MS-MU and XR-MU zones.
2. Recorded background music may be permitted outdoors on public sidewalks and other public areas subject to the standards of this Chapter and Chapter 213 (Noise Abatement).
3. Noise levels for outdoor music, when permitted as an accessory use to a restaurant or bar, shall not exceed a maximum range of 70 to 90 decibels (dB). See also MMC Title V, Subsections V-213-2 and V-213-3 for additional regulations.
4. Larger outdoor music events, both live and recorded music, which are intended for the entertainment and enjoyment of the general public shall require a Special Event Permit, subject to the Special Event Permit regulations in the Zoning Ordinance.
5. Minor outdoor music events, both live and recorded music, which are hosted on-site by a business with 9 or fewer total employees, shall be exempt from applicable permit and fee requirements.

This page intentionally left blank

04

OBJECTIVE DESIGN STANDARDS

Overview

The Objective Design Standards provide criteria for site planning, urban form, and building design in the Plan Area, as well as topics such as pedestrian-level design. The Objective Design Standards in this chapter are tailored to development within the Plan Area, with a special focus on requirements for commercial and pedestrian-oriented mixed-use development. Conformance with the Objective Design Standards shall be required for any new permits or amendments submitted after the adoption of the Gateway-Main Street Specific Plan, and apply to all development in the Plan Area. The standards shall be implemented in conjunction with other standards and requirements of the Specific Plan.

In addition to the Objective Design Standards of this chapter, the City's Zoning Code and Residential and Mixed-Use Objective Design Standards (City ODS) are applicable to residential and residential mixed-use projects with two or more dwelling units. To help navigate users, the Specific Plan Objective Design Standards reference key sections of the City's Zoning Code and/or City ODS. Where standards of this chapter deviate from standards of the City ODS, the Gateway-Main Street Specific Plan Objective Design Standards shall prevail. Refer to Chapter 8 of the Specific Plan for additional information on the administration of the standards of the Specific Plan and the process for subsequent project review.

DESIGN STANDARDS STRUCTURE

The Design Standards are organized by into three sections, addressing:

4.1 Site Planning & Design.

4.2 Building Design & Architecture.

4.3 Pedestrian Level Design.

The general structure of the Objective Design Standards consists of:

- **TOPIC**
- **PURPOSE STATEMENT**, in blue text, summarizes the purpose and intent of the requirements in one sentence.
- **STANDARDS** provide design requirements that are specific, numeric, and/or verifiable. Proposed projects must meet the minimum standards set forth in the standards. In limited instances, "Guidelines" are identified, where there is flexibility in implementation, or the criteria are encouraged, but optional.
- **RELATED STANDARDS** identifies other applicable citywide Zoning or Objective Design Standards, as well as related standards of this chapter.

4.1 Site Planning & Design

The planning and design of the site and arrangement of activities are important to achieving a vibrant mixed-use Downtown environment, and complete and walkable communities that support a mix of uses and activities. The Site Planning & Design section addresses the following topics and requirements:

- Block Size.
- Building Placement and Orientation, including Building Siting, Setback Treatment, and Encroachments.
- Special Conditions and Adjacencies.
- Site Access and Parking.
- Service and Utility Design.

4.1.1 PEDESTRIAN-SCALED BLOCKS

Reduce the size of superblocks and long block lengths in the Plan Area to create pedestrian-scaled blocks and provide a connected network of streets, paths, and open spaces.

A. BLOCK SIZE STANDARDS

1. New streets and connections shall be provided where identified by Figure 5-1 (Mobility Framework) and Figure 6-1 (Public Realm Framework).
   a. New streets and connections shall align and connect to existing streets in adjacent areas and neighborhoods.
   b. See Chapter 5 for criteria related to the design of new streets and connections.
2. Block length shall not exceed 400 feet and a maximum block perimeter of 1,400 feet, consistent with the ODS Section 2.1.1 (Maximum Block Length) and shown in Figure 4-1.
   a. For existing, new, or assembled parcels, where block lengths exceed 400 feet, at least one mid-block connection shall be provided as shown in Figure 4-2, consistent with the Objective Design Standards and the standards in this section.
3. The following qualify as mid-block connections:
   a. Future Mixed-Use Streets.
   b. Future Residential Streets.
   c. Future Alleys.
   d. Future Paseos.

   See Chapter 5 for related design standards.
4. Maximum block lengths may be exceeded for the edges parallel to and adjacent to railroads, creeks, utilities, and highways where through access is limited or prohibited.
   a. The maximum block length may be exceeded for the portion of the block within 100 feet of these features.
   b. Service access, via parallel roadways or alleys, is encouraged to facilitate site circulation and connections between development projects.

Figure 4-1 Maximum Block Length and Perimeter

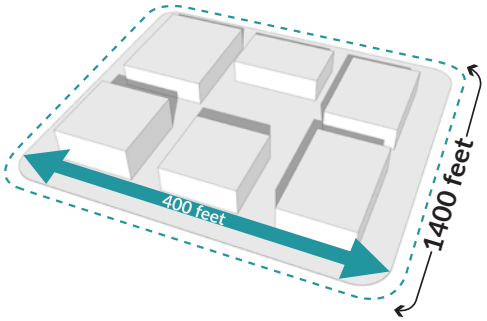
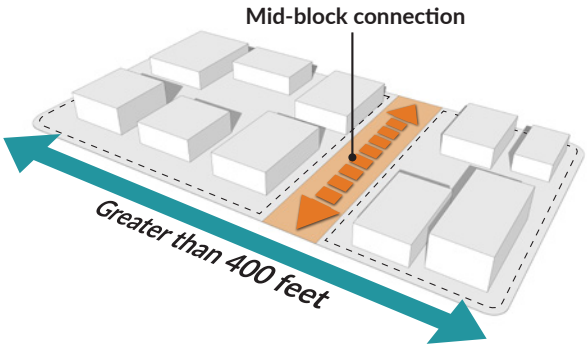


Figure 4-2 Required Mid-Block Connections



RELATED STANDARDS

- Specific Plan Section 5.1 (Mobility Framework)
- Specific Plan Section 6.1 (Public Realm Framework)
- City ODS Section 2.1. (Block Structure)
- City ODS Section 2.2. (Mid-block Connections)

4.1.2 BUILDING PLACEMENT AND ORIENTATION

Site buildings to front the edges of blocks and public spaces, and support a vibrant streetscape environment with pedestrian-friendly neighborhoods.

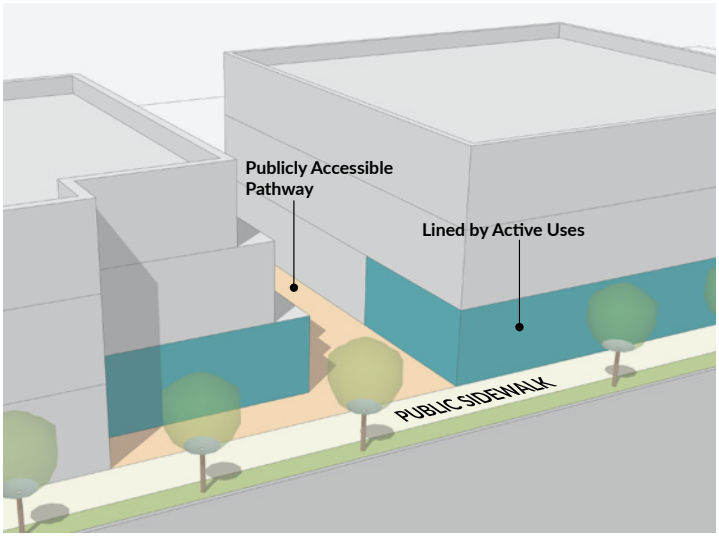
A. BUILDING SITING AND ORIENTATION

1. Buildings shall front on to the street or public space with active uses and pedestrian-oriented frontages as further addressed in Section 4.3 and illustrated in Figure 4-3.
2. Primary building entries shall be provided along public sidewalks and publicly accessible pathways, as shown in Figures 4-3 and 4-4.
3. Buildings adjoining a plaza, park, or private open space shall front on to that open space as shown in Figure 4-4.

RELATED STANDARDS

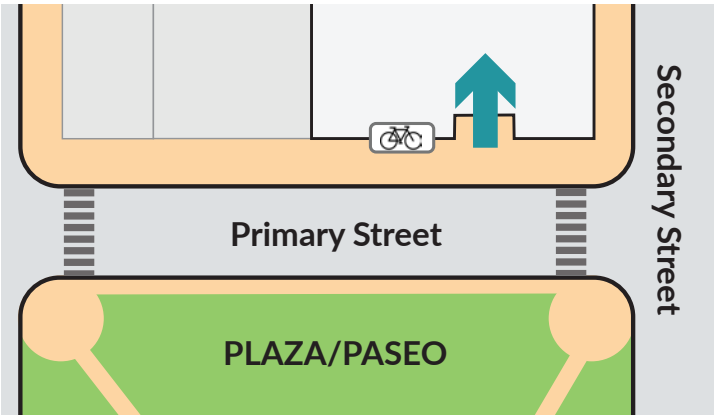
- Specific Plan Section 3.5 (Setback Standards)
- Specific Plan Section 3.6 (Retail Frontage Requirements and Ground-Floor Activation)
- Specific Plan Section 3.7 (District Regulating Plans and Development Standards)

Figure 4-3 Active Building Frontages



Design buildings to front the street.

Figure 4-4 Building Oriented to the Sidewalk and Plazas



Place the main pedestrian entry along a street or fronting public open space.

Design buildings with landscape setbacks and direct connections to a public sidewalk.

B. BUILDING ENCROACHMENT

1. Building encroachments into yard setback areas are allowed in accordance with the Milpitas Municipal Code Section XI-10-55.05 (Projections Allowed into Required Yards, Setbacks), ODS Section 3.3.2, and the following standards.
2. Table 4-1 summarizes the allowed front setback encroachments.
   a. Figure 4-5 illustrates the maximum allowed encroachment into the front setback, subject to maintaining a minimum 5-foot front easement for public utility services, where required.
   b. The bottom of architectural features projecting over a public sidewalk shall be a minimum of 8 feet above grade as shown in Figure 4-6.

TABLE 4-1: ALLOWED FRONT SETBACK ENCROACHMENTS

DESIGN FEATURE	MAXIMUM DEPTH INTO FRONT SETBACK
Building entry conditions, such as porches, front patios, stoops, terraces, or frontage courts	8 feet max. into front setback with a minimum of 5 feet clear from the front property line where public utility services are required
Architectural projections, such as awnings, canopies, weather protection structures, and balconies	None on private property; 6 feet max. over public sidewalks

RELATED STANDARDS

- City ODS Section 3.3.2 (Encroachments)

Figure 4-5 Architectural Features and Building Entries

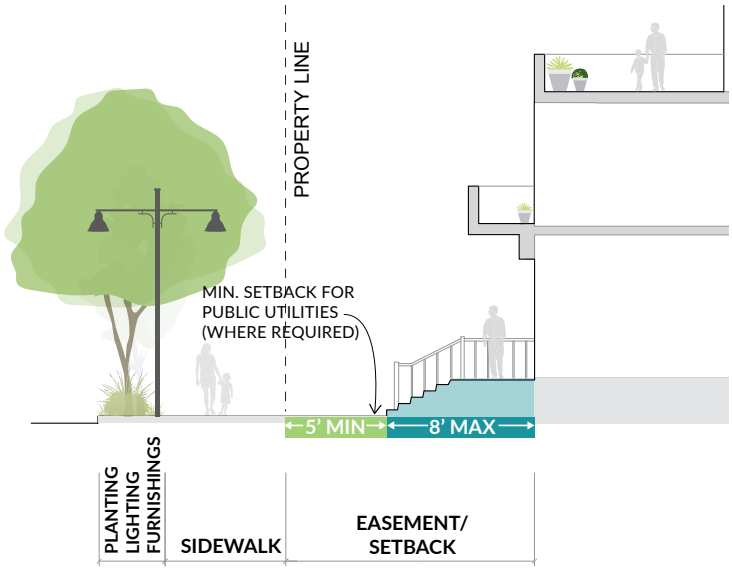
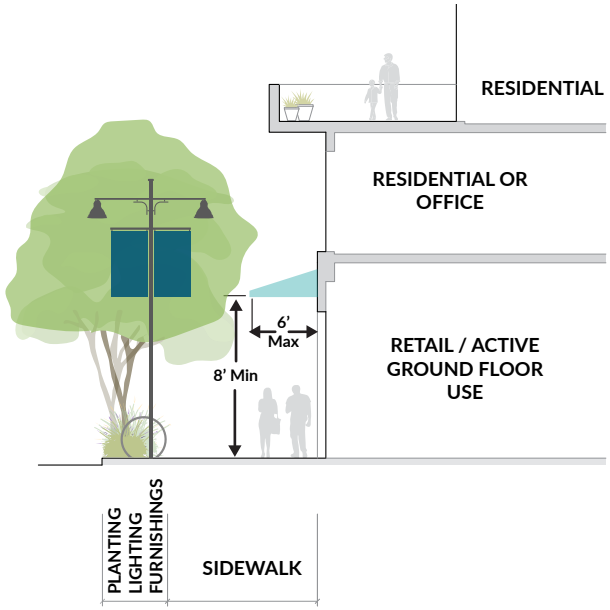


Figure 4-6 Overhangs over Sidewalks



4.1.3 SPECIAL CONDITIONS AND ADJACENCIES

Plan new development with sensitivity to local context and special conditions.

A. TRANSITIONS TO SINGLE-FAMILY RESIDENTIAL NEIGHBORHOODS

1. The standards in this section apply to new development in the Mixed-Use zones that share a property line with a parcel zoned for Single Family (R1) or Multiple Family (R3). This occurs at the following locations:
   a. The southwest corner of the XR-MU zone at the Serra Center.
   b. The northern boundary of all the GW-MU and XR-MU zones, located north of Calaveras Boulevard.
   c. The eastern edge of the AD-BP zone.
2. At the locations described above in A(1), new development shall provide building setback and height transitions adjacent to single-family residential neighborhoods consistent with the standards of the Citywide Objective Design Standards in Section 3.9.1.

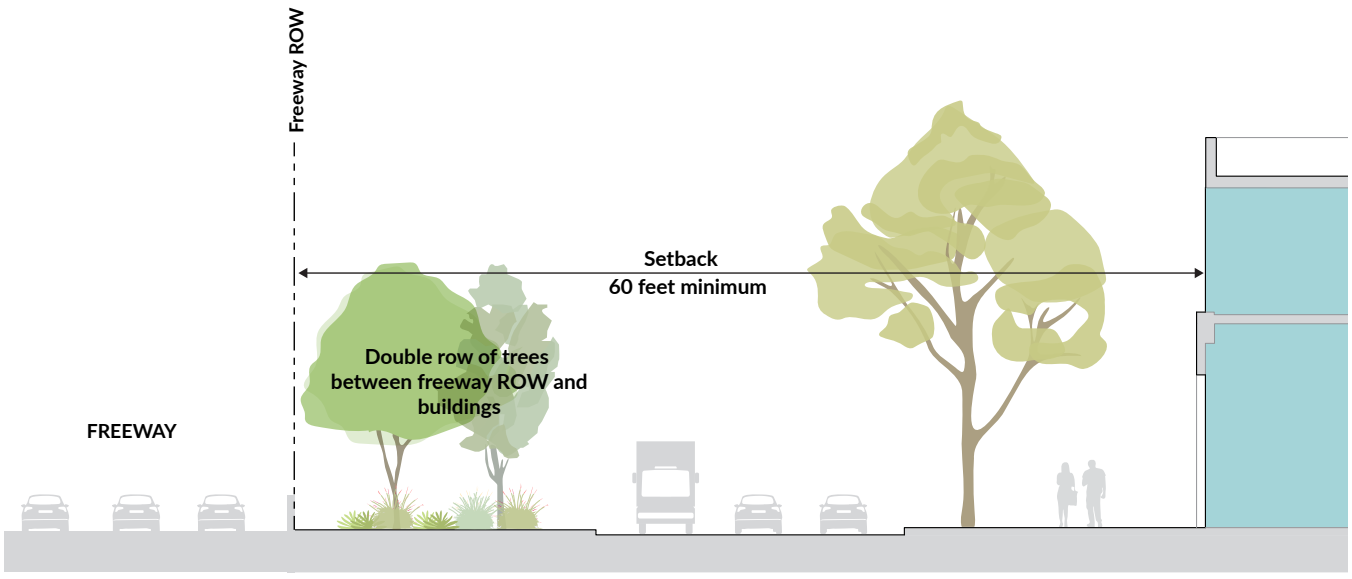
B. ADJACENT TO FREEWAYS

1. Development, including residential, commercial, and mixed-use buildings, shall be set back a minimum of 60 feet from the edge of the freeway right-of-way, as shown in Figure 4-7.
2. Planting shall be provided adjacent to freeways, consistent with the planting standards in the City's Objective Design Standards Section 3.9.3.3. Landscaping and plant selection for site development adjacent to I-880 shall be primarily native and/or bay-friendly, consistent with the natural character of the region in the selection of trees and ground cover.
3. Additionally, the following guidelines should be considered in freeway-adjacent development.
   a. New office and commercial land uses should be designed to provide attractive landscaping, lighting, and signage adjacent to all buildings oriented within a block of I-880.
   b. Non-residential buildings should incorporate focal elements, such as a tower or articulated roof lines, to serve as visual landmarks into the Gateway-Main Street area.
   c. Screen truck loading and refuse collection areas adjacent to and visible from freeways using landscape screening.

C. ADJACENT TO RAILROAD LINES

1. New development projects, as well as public improvement projects such as trails built directly adjacent to or sharing a property line with a rail right-of-way shall be required to install continuous fencing or solid walls between any new future development and the rail right-of-way, to prevent unauthorized pedestrian access. In addition, a row of evergreen trees, or similar screen planting, shall be required adjacent to the fencing or wall.

Figure 4-7 Required Freeway Setback



2. New residential buildings shall be set back a minimum of 40 feet from the center line of the nearest rail track.
3. Residential and other sensitive noise receptors constructed next to a rail right-of-way shall be required to conduct a noise study and designed to mitigate the impacts of train noise, especially for bedrooms and other sensitive noise receptor spaces. Suitable mitigation techniques shall include a combination of window and wall soundproofing and if required, constructing a sound wall.

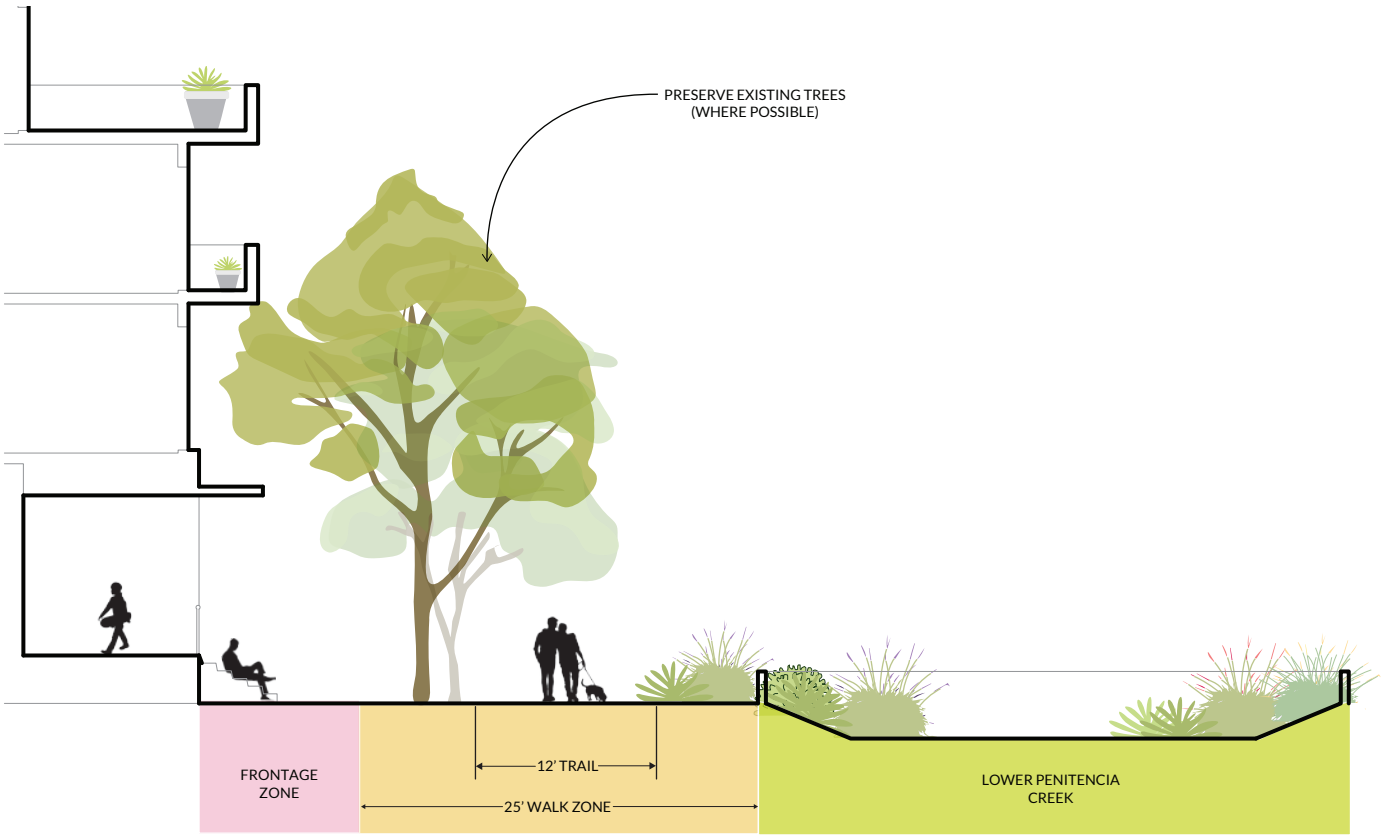
D. ADJACENT TO CREEKS AND CHANNELS

1. Consistent with City requirements, all new development located on or adjacent to Penitencia Creek will be required to comply with the standards and guidelines for land uses near streams. Development or construction activity conducted on or adjacent to the Santa Clara Valley Water District (SCVWD) property easements, such as creek crossings, shall be required to obtain applicable permits from the SCVWD prior to such construction activity.
2. Building setbacks adjacent to creeks and drainage channels shall be set back a minimum of 25 feet from the top of the bank, in addition to any required rear or side yard setbacks specified in this Specific Plan and shown in Figure 4-8.
3. Where a public path is not located between the building and the top of bank, a 12 foot-wide public access easement shall be located within the first 30 feet of the top of bank, consistent with the open space, public access easement, and planting design standards identified in the Citywide Objective Design Standards Section 3.9.5.3 and 3.5.9.4.
4. Additionally, the following guidelines should be considered in areas adjacent to creeks and channels:
   a. Maintain and enhance pedestrian and bicycle access and views to and from all local creek corridors.
   b. Provide native landscaping along trails and continue to fill in gaps in the public path system along Penitencia Creek.

RELATED STANDARDS

- City ODS Section 3.9 (Standards for Special Conditions and Adjacencies)

Figure 4-8 Required Creek Open Space Setback



4.1.4 SITE ACCESS AND PARKING

Design vehicular, service, and parking access to limit conflicts with pedestrians, bicycles, and transit and minimize their impact to the pedestrian experience.

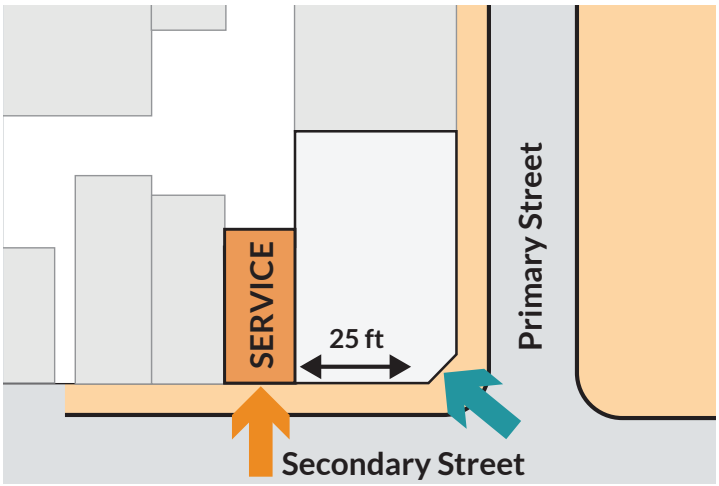
A. SERVICE AND PARKING ENTRIES

1. Curb cuts, consolidated parking areas, and service areas between adjacent parcels shall be coordinated to minimize transit, bicycle, and pedestrian conflicts. Additionally:
   a. New curb cuts along Main Street shall be limited to side streets or alleys providing service or parking access behind. New curb cuts, where they are required due to access constraints, shall be shared between adjacent parcels and coordinated with the regulating plans for the Crossroad and Main Street districts.
   b. Curb cuts along Abel Street and Serra Way shall be limited to one per block and shared between adjacent parcels.
2. Vehicular service and parking entries, including access to parking garages, shall be located along secondary streets, side streets, or alleys.
3. Service or parking access and driveways shall be located as far from the primary pedestrian building entry as possible, at a minimum of 25 feet away.
4. Pedestrian service entry access shall be located along a rear, secondary, or service street where possible, and shall be located a minimum of 25 feet from the primary pedestrian building entry as shown in Figure 4-9.
5. As site redevelopment and streetscape improvements occur, district improvements shall be planned for and implemented, including:
   a. Adding service streets from Main Street to service and park multiple parcels behind buildings.
   b. Providing alleys parallel and adjacent to the railroad tracks for secondary access to parking and service facilities, including for shared or district parking lots.
   c. New streets, service streets, alleys, and other connections shall conform to the requirements of Section 5 (Mobility).

B. SURFACE PARKING LOTS

1. Surface parking shall be located at the rear of the lot, behind buildings. Where existing surface parking lots front a street, they shall be screened with a low wall and/or a landscape buffer providing separation between the parking area and pedestrians on the sidewalk.
2. Provide landscape islands in surface parking lots instead of tree wells, when possible.
   a. Landscape islands shall be a minimum of 5 feet in width; however, 6-feet is preferred.
   b. Where tree wells are provided, they shall be a minimum of 5 feet by 5 feet and provide adequate area for tree growth.
   c. Plant a minimum of one shade tree per eight parking spaces. New trees shall be provided at a minimum 24-inch box size. See Chapter 6 for a list of recommended tree types.
3. Use permeable pavers and landscaping to filter and reduce stormwater run-off in surface parking lots, when possible.
4. Provide a uniform parking identification signage for public parking areas that is coordinated in appearance with an overall community branded signage system as addressed in Section 6.4.

Figure 4-9 Service Entry Locations



Locate service functions and entries on a secondary street and / or a minimum of 25 feet from the primary building entry.

C. PARKING STRUCTURES

1. Parking structures shall be located in one of the following:
   a. Below-grade.
   b. Screened behind active building uses.
   c. On the interior of a site and screened from public view using the methods described in 2 below.
2. Where parking is visible from the public right-of-way, design the visible facades of parking structures to complement the appearance of adjacent buildings and streetscape features using the following techniques:
   a. Wrap parking structures on the ground floor with a commercial, public, or residential use with minimum depths as guided by the active use requirements in Section 4.3.
   b. Where it is not feasible to wrap a parking garage, screen parking on the ground floor with decorative grilles or ornamental metal screens, landscaping, and/or low walls provided at a minimum height of 3 feet.
   c. Use finer-detailed cladding materials and decorative elements on upper floors using a similar articulation, color composition, and building materials to the principal building or adjacent buildings served.
   d. Design parking garage entries and pedestrian stair and elevator cores to be visible from the street and distinct in massing, materials, and lighting design.
   e. Parking structures shall be discouraged within 25 feet of a property line fronting Main Street or Serra Way.
3. Screen parking garages so vehicle headlights do not shine into the windows of adjacent buildings when vehicles are traveling up or down a ramp.
4. Allow solar photovoltaic panels, wind generators, and other green roof features above rooftop parking decks.
5. Lighting above parking garages shall be shielded to avoid uplighting.
6. Locate parking for commercial retail and services on the ground floor, when possible. Locate parking for residents and employees below grade or on upper floors.

RELATED STANDARDS

- City ODS Section 3.5 (Access and Parking)
- City ODS Section 3.7 (Utilities, Service Areas, and Building Equipment)

Garage parking access provided from a secondary street.

Surface parking located behind the building units, and accessed via a secondary side street or alley.

Access to individual garages are provided at the interior of the site from an alley.

4.1.5 SERVICE AND UTILITY DESIGN

Locate and design service areas, storage areas, and utilities to minimize their impact on the pedestrian experience.

A. SERVICE AND UTILITY AREAS

1. Utilities shall be placed underground or in subsurface conduits, unless otherwise prohibited by the utility provider. Development within a FEMA-designated Flood Hazard zone, identified in Specific Plan Section 7.2 (Flood Protection), shall be subject to the City's floodplain management construction standards in the Milpitas Municipal Code.
2. All above-grade utilities and equipment (e.g., electric and gas meters, utility boxes, transformers, air conditioning units, fire sprinkler valves, irrigation backflow preventers), and related service and/or storage areas shall be integrated into the site, building, and landscape design and conform to the following:
    a. They shall be clustered and consolidated in a single area.
    b. They shall be located within the building, or on a façade other than the primary building frontage, such as along an alley, parking area, and/or the rear or side of a building.
    c. They shall not be located within the public right-of-way.
    d. They shall be located in a building recess, or in a building setback away from building entries or patios.
    e. When they are located within a mid-block connection, paseo, within 80 feet of a priority retail corner, within 25 feet of open space areas, or within 25 feet of a street corner, they shall be screened from public view provided it does not impede fire access requirements.
3. Above-grade and rooftop-mounted utilities and mechanical equipment shall be screened as specified in the City ODS Section 3.7.1. See City ODS Section 3.7 for additional requirements related to Vents/ HVAC, Waste Removal and Exterior Trash and Recycling Enclosures.
4. Where above-grade utility boxes exist, they shall be relocated in conjunction with streetscape improvement projects. Where relocation is not feasible, improvements such as painting should be considered as part of the streetscape and/or public art program to enhance their appearance within public spaces in the community.

RELATED STANDARDS

- City ODS Section 3.7 (Utilities, Service Areas, and Building Equipment)

Metal panel art and landscaping is used to screen this loading area.

Incorporate public art on existing utility boxes to add to the streetscape identity.

A corner plaza, articulated corner and variation in materiality.

4.2 Building Design & Architecture

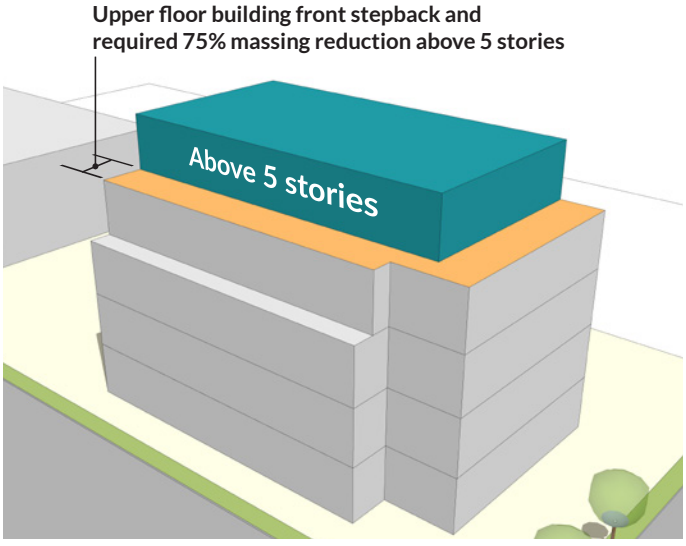
This section addresses the overall building form and massing, as well as primary building architectural features, including building entries, windows, roofs, materials, and colors, organized under the following topical headers:

- Massing and Form.
- Façade Articulation and Design.
- Building Entries and Doors.
- Windows and Glazing.
- Building Materials and Colors.
- Roofs.

The building design standards in this section provide standards for all development in the Plan Area. Building design of residential and mixed-use buildings shall reference the City ODS, which organize building design criteria through the following categories, as applicable to development in the Plan Area:

- **(S) SMALL** - House-like/Multiplex Buildings. Small building types include cottage clusters, duplexes, triplexes, fourplexes, or combinations of these types.
- (**M) MEDIUM** - Middle Housing/Mixed-Use Buildings. Medium building types include rowhouses, walk-up multiplex buildings, garden style apartments.
- **(L) LARGE** - Mid-rise Buildings. Large building types include mid-rises, podium buildings, and wrapped structures.

Figure 4-10 Upper Story Stepback Requirement



4.2.1 MASSING AND FORM

Design building massing and form to reflect a human, pedestrian-friendly scale along retail and activity streets and provide transitions that respond to context conditions.

A. BUILDING MASSING AND FORM

1. All buildings must comply with the setback and stepback standards outlined in Section 3.7 (Focus Area Regulating Plans and Development Standards).
2. Buildings at street intersections with traffic signals and at community or district gateway sites must include at least two of the following architectural features for a minimum of 20% of each building frontage along the street:
   a. Corner plaza.
   b. Articulated corner with vertical and/or horizontal projections.
   c. Taller massing and larger roof elements; the maximum building height may be exceeded by these elements as permitted by Section 3.3.
   d. Building entries recessed a minimum of 3 feet.
   e. An angled entry, angled 30 degrees or more from the sidewalk.
   f. Variation in facade treatments, such as change in material, color, or increased transparency.
3. Upper story stepbacks are regulated through the standards of Chapter 3. To further reduce building bulk, large buildings taller than 5 stories shall include the following:
   a. A 75% reduction in the massing of floors 6 and above, as illustrated in Figure 4-10.
   b. On floor 6, the transition space where the set back occurs should be utilized for private and/or common open space.

RELATED STANDARDS

- City ODS Section 4.2.1.2 (Upper Floor Mass Reductions (L) (XL))

4.2.2 FACADE ARTICULATION AND DESIGN

Require facade articulation to reflect the human scale and provide visual interest to the public realm.

A. GENERAL STANDARDS

1. Buildings shall be designed to create or continue an active, functional building frontage along the public right-of-way.

2. Blank walls without windows or doors shall be limited as follows:

   a. On retail-priority streets, the maximum length of blank walls shall be limited to 20 feet. Blank walls are not permitted within 60 feet of a street intersection.

   b. On all other streets:

      - The maximum length of blank walls shall be limited to 50 feet.
      - Blank walls longer than 20 feet are not permitted within the 60 feet closest to a street intersection.

Variation in the facade through building bays, recess, fenestration, and changes in color and materiality.

Figure 4-11 Upper Floor Alignment

B. FACADE COMPOSITION

1. The following façade composition standards shall apply to street-facing facades above the ground-floor in (M) Medium and (L) Large building types.
2. The length of any façade of a building shall be limited to 200 feet without a change in direction, defined as a minimum 10-foot-deep change in façade direction.
3. Upper floor facades shall carry through vertical elements of the building's ground-floor through two or more of the following described below and shown in Figure 4-11:
   a. Aligning centerlines of window bays.
   b. Aligning major breaks in the façade.
   c. Aligning vertical structural elements such as columns.
4. Additionally, the following guidelines should be considered for building facades greater than 100 feet in length as described in the City ODS Section 4.3.3 and shown in Figure 4-12
   a. Variation in the building modulation through major and minor breaks, vertical rhythms and patterns, and variations in building height or roof line.
   b. Variation in the facade articulation through horizontal or vertical recesses and projections and building design elements.
   c. Variation in fenestration size, proportion, pattern and design including the design of shading devices.
   d. Variation in the materiality of the primary facade through material use, size, textures, patterns and colors.

RELATED STANDARDS

- Specific Plan Section 4.3 (Pedestrian Level Design)

Figure 4-12 Variation in Building Facade

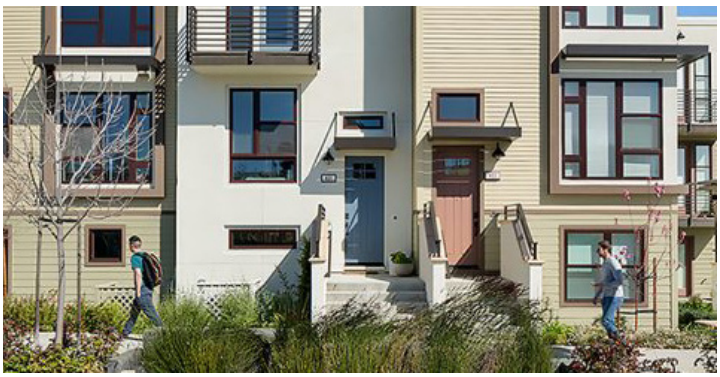
4.2.3 BUILDING ENTRIES

Design public building entries to make them easily identifiable and accessible from the public realm.

A. BUILDING ENTRIES

1. Orient building entries to the public right-of-way and provide direct access to the public sidewalk.
   a. The primary building entry of a building shall face and connect with a publicly accessible pedestrian pathway designed for ADA access.
   b. For building frontages adjacent to public spaces, such as a plaza or paseo, locate a building entry fronting the public space, as shown in Figure 4-4.
2. Emphasize primary building entries through at least two of the following techniques:
   a. Forecourt or small entry plaza adjoining lobby space.
   b. Recesses or a weather protection device, such as a canopy, awning, or overhang.
   c. Streetscape features such as enhanced paving and/or landscaping.
3. Building entries are required to be easily identifiable by including all of the following:
   a. Distinct doors or a unique facade material that differs from the rest of the building.
   b. Building storefront identification signage, such as channel letter signs, blade signs, and awning signs, and window and door decals.
   c. Special lighting.
4. Along Main Street commercial storefronts, entry doors shall include raised panels, glass, transom windows, and other traditional details. A combination of panels and glass, full light glass, or light panes in a wood or metal frame are encouraged.
5. Provide entries to access bicycle parking spaces from public spaces, or internal to the building with access between bicycle parking and the building lobby, when indoor bicycle parking is provided. Such entries shall include:
   a. Transparent glass for a minimum of 25% of the entry material; and
   b. Illumination at the entry during low-light hours.
6. Design at-grade entries to townhomes and other (S) Small building types using two of the following at the entry to give each unit a unique identity:
   a. An exterior entry porch or patio.
   b. An exterior gated seating area at the same level as the entry.
   c. An awning or canopy above the entry.
   d. Distinct doors that differs from adjacent units.

Examples of distinct primary building entries with building signage and canopy.



Examples of townhome entries with individual stoops, canopies, and distinct doors.

Examples of main street commercial storefront with glazing and full light glass doors.

RELATED STANDARDS

- Specific Plan Section 4.3.2 (Ground-Floor Commercial)
- City ODS Section 5.1.1 (Building Entries)

4.2.4 WINDOWS AND GLAZING

Utilize windows and glazing in a way that contributes to the wellbeing of building users while protecting the natural environment.

A. WINDOWS AND GLAZING STANDARDS

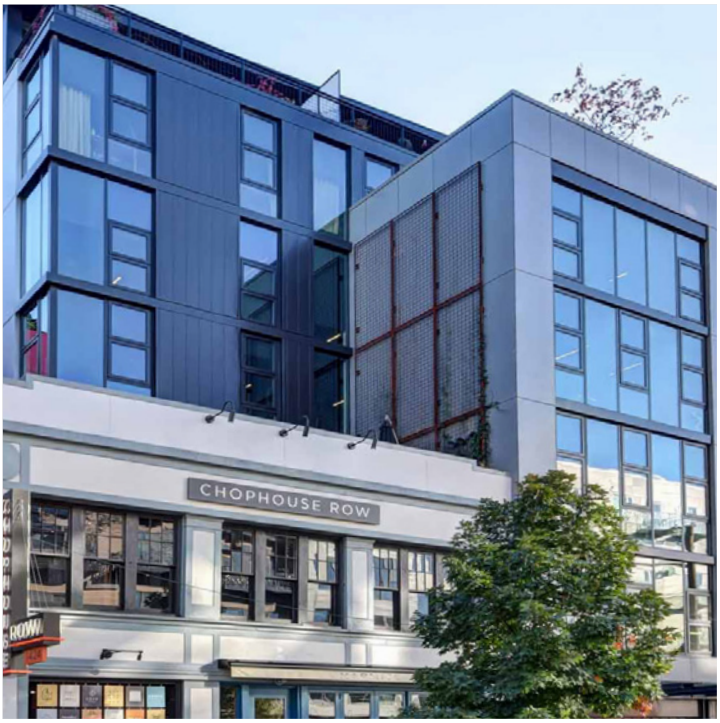
1. Use transparent glass to provide visibility into active spaces, including commercial storefronts per Section 4.3.2 (Ground-Floor Commercial).
2. Glazing may be used as a facade treatment for a maximum of 75% of any exterior building facade.
3. In new buildings and renovations, a minimum of 60% of residential glazing shall be operable windows.

B. BIRD SAFETY STANDARDS

1. Do not use mirrored or reflective glass on any exterior building facade.
2. Do not use freestanding transparent glass panels as shading devices, signage, or other architectural elements.
3. Use a bird safety treatment on facades within 300 feet of Lower Penitencia Creek that have 50% or more glazed surface.
4. Use a bird safety treatment on the facade of any floor of the building that has:
   a. 50% or more glazed surface; and
   b. Within 15 vertical feet of the level of and visible from a green roof, including glass located on an adjacent building.

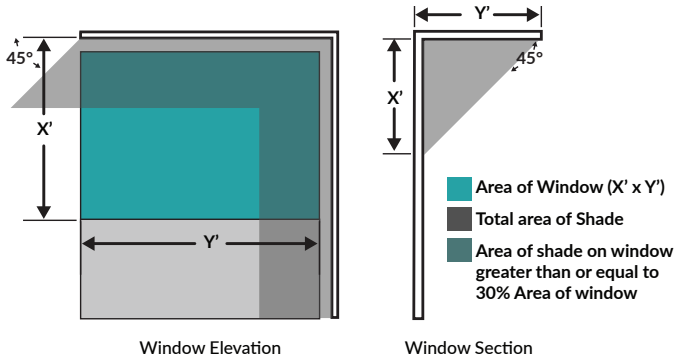
C. AWNINGS, SUNSHADES, AND SCREENS GUIDELINES

1. When recessed windows, awnings, sunshades, and other shading devices are used on south and west facing building facades, design them to provide shade on at least 30% of each exposed exterior window surface.
   a. Calculate the amount of shading for each window by applying a 45 degree angle with the base equal to the depth of the sunshade as shown in Figure 4-13.
   b. Horizontal or vertical shading may be used to meet this standard.
2. Tinted glass, translucent glass, and decorative glass may be used to augment other decorative building elements on the upper floors.



Windows and glazing shall consist no more than 75% of the building facade.

Figure 4-13 Illustration of Shade Requirements



3. The design of windows should articulate the building use and architectural style of the building in materials and features, using appropriate trims, sills, and mullions.
   a. In the historic sections of Main Street, utilize window shapes that are taller than they are wide, to reflect the character of traditional commercial storefront buildings.
   b. In commercial buildings outside of Main St, utilize large windows and glass storefronts with simple mullions to provide contemporary retail storefronts and office buildings.

RELATED STANDARDS

- Specific Plan Section 4.3.2 (Ground-Floor Commercial)
- City ODS Section 5.3 (Fenestration Design)

4.2.5 BUILDING MATERIALS AND COLORS

Use robust, high quality building materials on building exteriors that enrich the public realm environment and maintain a low carbon footprint.

A. STANDARDS

1. Exterior Building Materials: Select high-quality, durable building materials chosen from Table 4-2.
    a. No more than three materials shall be used as an exterior finish on a single building facade excluding windows, doors, roofs and trims.
    b. Material transitions along building facades shall occur on the inside corner of the plane change. When material changes need to occur on the same plane, use trims, cornices, or other architectural elements.
2. Window Materials: Use wood or metal frame windows in commercial and mixed-use building applications.
    a. Wood frame windows must have a metal or fiberglass exterior cladding.
    b. Metal-frame windows must have a thermal break.
    c. Vinyl-frame windows and doors are permitted for residential building applications within residential zones.
3. Limit the number of primary building colors to three with additional contrasting accent colors permitted for architectural details, awnings, and other building architectural features:
4. Extensively bold, fluorescent, and neon colors that call attention to themselves are not permitted.

B. GUIDELINES

1. Utilize green or low carbon building materials where feasible, including low carbon concrete; recycled or reclaimed materials that can reduce emissions associated with manufacturing new building material; or carbon-storing materials, such as wood and other plant-based materials like straw, hemp, and bamboo.
2. In the Abbott District, use industrial materials and accent features, such as metal siding and aluminum window frames, window canopies with tensioned cables, exposed structural columns and beams, and sliding mechanical doors.
3. The use of color within the Plan Area is encouraged. Choose materials and colors with natural earth tones, such as stone, wood, and architectural metals.

RELATED STANDARDS

- City ODS Section 5.5 (Building Materials)

Limit primary materials and colors to three on a single facade.

Choose colors that complement the natural or architectural materials used on the exterior building facade.

TABLE 4-2: EXTERIOR BUILDING MATERIALS

PERMITTED BUILDING MATERIALS	PROHIBITED BUILDING MATERIALS
Decorative (non-structural) Brick Masonry	Plywood
Architectural Precast, Cast-in-place or Glass Fiber Reinforced (GFRC) Concrete	Unfinished Lumber
Stone	Corrugated Fiberglass
Stucco or Plaster (for facades above the ground floor)	Small Tiles
Painted or Stained Wood Siding or Trim	Shingles
Wood or Metal Frames for Windows and Doors	Cultured Stone
Corrugated Metal (for light industrial or industrial uses)	Rough Finish Material
Decorative Terracotta	Vinyl or Aluminum Siding
Architectural Metal Panels	Reflective Materials
Concrete Block (used for accent and not as a primary material)	Untextured or Unfinished Metal Siding

4.2.6 ROOFS

Design roofs as integral features of the building design and optimizing the building's sustainable design.

A. ROOF STANDARDS

1. Where rooftops provide common open space and/or green roofs, provide access to all building tenants.
2. Select roofing materials that are durable, functional, and energy-efficient, referencing the list of permitted and prohibited materials in Table 4-3.
3. Select roof materials that do one of the following:
   a. Reduce building heat gain, such as high-albedo materials or vegetated roofs; or
   b. Provide natural light to the interior of the building, such as skylights.

RELATED STANDARDS

- Milpitas ODS Section 5.4 (Green/Productive Roofscapes)

Green/vegetated roofs that reduce heat gain can be used for common open space.

Rooftops can include active uses and amenities.

TABLE 4-3: ROOFING MATERIALS

PERMITTED ROOFING MATERIALS	PROHIBITED ROOFING MATERIALS
Slate Shingles	Vinyl
Galvanized Metal	Plastic
Non-reflective Aluminum and Zinc Aluminum	Fiberglass
Metal	Plywood
Terracotta	
Composite Concrete Tile	
Vegetated Roofs	
High-Albedo Built-up Roofs	
High-Albedo Single-ply Roofing	
Photovoltaic Solar Panels	
For Gutters & Downspouts: Aluminum, Galvanized Steel, or PVC	

4.3 Pedestrian Level Design

This section addresses the building frontage design at the pedestrian level, including landscaping, lighting, and signage, organized under the following topics:

- Ground-Floor Residential.
- Ground-Floor Commercial.
- Outdoor Dining.
- Landscape Design.
- Private Lighting and Signage.

4.3.1 GROUND-LEVEL FLOOR RESIDENTIAL

Activate street frontages when adjacent to ground-floor residential buildings by providing entries and a transition between public and private spaces.

A. DESIGN OF GROUND-FLOOR RESIDENTIAL

1. Provide active residential entries, based on the types identified in the City ODS, Section 5.2, which provides standards for:
    a. Stoop Entries.
    b. Porch Entries.
    c. Dooryard/ Patio Entries.
    d. Terrace Entries.
    e. Frontage Court Entries.
2. Active uses, including lobbies, or amenity spaces, such as a library, fitness center, community room, office, or exhibition space, shall be incorporated into the ground-floor of residential and mixed-use buildings. Additionally, they shall provide entries and/ or windows at the ground floor to activate the street frontage.
3. The building entries to ground-floor residential units shall comply with the following:
    a. Where there are active frontage requirements, ground-floor residential units and entries, including stoops, porches, and patios, may be elevated up to a maximum of 3 feet above grade. Exceptions shall be permitted for compliance with the City's floodplain requirements, see below.
    b. Unit entries may be raised above 3 feet where there are no active frontage requirements.
    c. All residential unit entries shall comply with the City's floodplain requirements in the Milpitas Municipal Code Section XI-15 (Floodplain Management Regulations).
4. For townhome units, the following standards apply:
    a. Building stoops or patios shall be provided at building entries.
    b. The setback shall incorporate individual or shared garden spaces or front yards.
5. Seat walls, planters, or fences between a ground-floor residential unit and right-of-way or public space shall be no greater than 3 feet tall.

Create a transition between ground level residential units and public space with steps to building entries, windows, and gardening spaces.

RELATED STANDARDS

- Milpitas ODS Section 3.4 (Ground Floor Uses)
- Milpitas ODS Section 5.1 (Ground Floor Design)

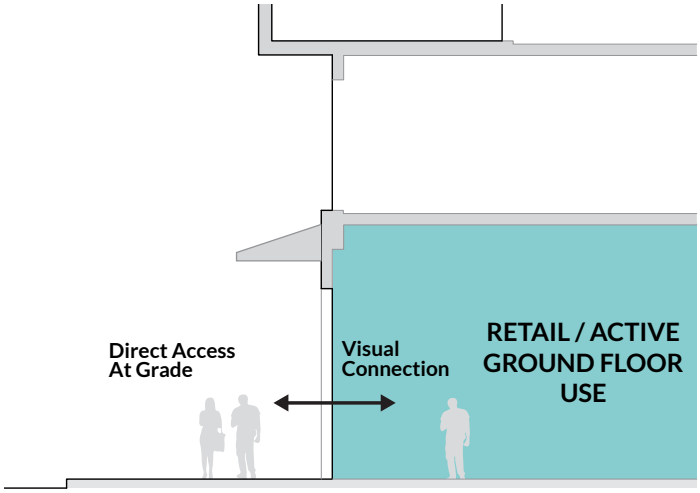
4.3.2 GROUND-FLOOR COMMERCIAL

Design ground-floor commercial spaces that can support a vibrant retail environment.

A. DESIGN OF COMMERCIAL SHOPFRONTS AND CORNERS

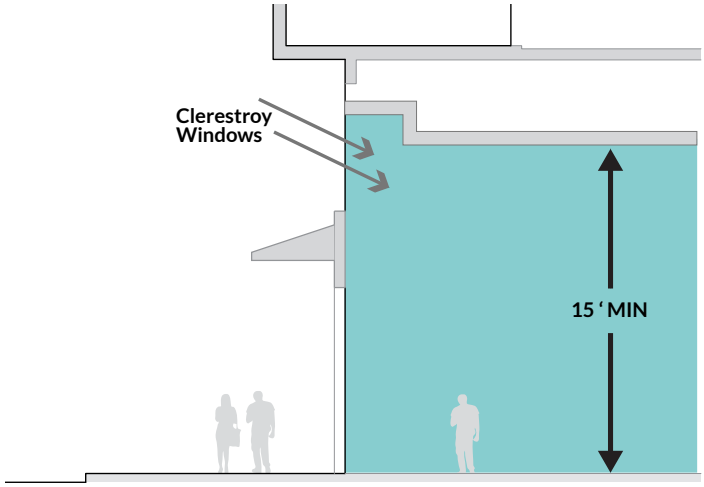
1. Design retail priority shopfronts, including along Serra Way and Main Street, with the following retail-ready tenant space standards:
   a. Retail bays measuring 25 to 35 feet in width, compatible with the existing scale of storefronts along Main Street that can support multiple tenants in single or multiple bays.
   b. An entrance at each retail bay. The primary entrance to each commercial tenant space shall be located on the front façade along the street.
   c. A minimum depth of 40 feet for retail uses, however 55 feet is preferred.
2. Design retail priority corners to support ground floor commercial space wrapping around the street corner for a minimum distance of 40 feet.
   a. Do not place structural features that would prevent reconfiguration of the ground-floor space for at-grade retail.
   b. To preserve transparency, do not place structural columns over 2 feet wide within 8 feet of a street corner.
3. The height of ground-floor commercial spaces shall be a minimum 15 feet clear height to finished ceiling or structural element, as shown in Figure 4-14.
   a. A minimum clear height of 18 feet is preferred to support clerestory windows.
   b. Maintain a distance of 4 feet between a dropped ceiling and clerestory window as shown in Figure 4-15.
4. For commercial storefronts, a minimum of 60% of the storefront between 3 feet and 7 feet in height must be comprised of clear, non-reflective windows that allow views into commercial spaces or product displays.
   a. Glass panes shall be no less than 3 feet wide and 4 feet high. The area within 4 feet of the storefront must be at least 75% open to perpendicular view.
   b. Window decals may be permitted, limited to the identification of the store name, operating hours, and window art.
5. Commercial spaces shall have a floor elevation that is level with the elevation of the adjacent sidewalk, whenever possible.

Figure 4-14 Ground-Floor Commercial Storefront Design



Use clear glass to provide a visual connection into commercial storefronts above 3 feet.

Figure 4-15 Ground Floor Commercial Storefront Design



Provide a minimum 15 feet clear ceiling height for retail uses and additional height for clerestory windows

B. GUIDELINES

1. Consider the design of ground-floor retail space along retail priority and activity streets to anticipate restaurant requirements, including incorporating vents in the design.
2. Allow potted plants and public art within the front setback area if a 5-foot clear walk zone is maintained for pedestrian circulation.
3. In retail spaces, strive for maximum visibility and transparency.

RELATED STANDARDS

- Specific Plan Section 3.6 (Retail Frontage Requirements and Ground-Floor Activation)
- Milpitas ODS Section 3.4 (Ground Floor Uses)
- Milpitas ODS Section 5.1 (Ground Floor Design)

4.3.3 OUTDOOR DINING

Integrate outdoor dining that helps activate the public realm, providing spaces where people can interact, engage and enjoy dining amenities year round.

A. GENERAL STANDARDS

1. Integrate outdoor dining into the design of street and streetscape improvements, to support commercial businesses.
2. Dining activities shall not interfere with the clear 'pedestrian zone' of the sidewalk as defined in Section 5, Mobility.
3. Seating areas shall be designed to not screen or block the main facade of neighboring businesses.
4. Furniture within outdoor seating and dining areas shall be designed to be movable and include chairs, tables, and umbrellas that complement the character of the business while activating the street.
5. Retractable or movable shade devices and fixed canopies or canopy-type awnings are permitted.
6. Maximum height for all overhead shade structures shall be 8 feet.
7. Outdoor dining shall not be fully enclosed.
8. Heaters must be placed at least 5 feet from trunk or branches of City trees.
9. All outdoor dining, regardless of location, shall be made ADA accessible.

B. SIDEWALK OUTDOOR DINING

1. For outdoor dining located within the sidewalk right-of-way:
   a. Outdoor dining shall be integrated within the building setback, adjacent to or near the sidewalk.
   b. All items for outdoor dining (i.e., tables, chairs, heaters) must be up against the wall of the business or as close as possible.
   c. Sidewalk seating area may not exceed the business frontage and must be spaced at least 3 feet from the adjacent business(es).
   d. Seating and dining shall not block bus stop waiting areas and must be removed when a City agency, utility company or other contractor needs access.
   e. Platforms may not be installed within the required clear pedestrian zone of the sidewalk.

C. PARKLETS

1. Parklets with outdoor dining located in the roadway is permitted in Parking Lanes or Flex Zones along Activity Streets.
2. For outdoor dining located within parking lanes:
   a. All furniture associated with outdoor dining must be within the designated parking lane striping.
   b. Seating area and barriers may not be located:
      - Within 15 feet of a fire hydrant.
      - Within 8 feet of a marked crosswalk.
      - Within a bike lane.
      - Within a bus stop.
   c. Seating area may exceed business frontage with permission from the City and in agreement with adjacent businesses.
   d. Barriers must be included on three sides of the seating perimeter to separate seating from the travel lane and adjacent parking. Additionally, barriers must:
      - Be at least 18 inches in width and 30-36 inches in height to preserve visibility for motorists and provide protection for patrons;
      - Include reflective paint or tape on all sides facing oncoming traffic;
      - Have a solid exterior wall and weighted bottom; and
      - Have an opening for emergency access with a width of 36 inches for every 20 linear feet.
3. Outdoor dining located in the roadway must provide an accessible route from the business entry to the seating area.

RELATED STANDARDS

- Milpitas Ordinance No. 38.850

Use movable furniture within outdoor seating and dining areas that support an attractive shopping environment.

4.3.4 LANDSCAPE DESIGN

Design on-site landscaping to add color, texture, and visual interest to the streetscape; activate and shade buildings and public spaces; and expand the city's urban forest.

A. STREET TREES

1. Street trees shall not be planted within 10 feet of a street intersection, to avoid interfering with driver's line of site.
2. Street trees shall be pruned to provide adequate pedestrian and vehicular clearance and minimize obstructions to sight view lines, ensuring:
    a. A minimum 8-foot of vertical clearance between the lowest tree branches and the grade above adjacent public sidewalks.
    b. Where mature trees overhand the curb, at least 13 feet of vertical clearance shall be maintained between the lowest tree branches and the street to allow clearance for trucks and buses.
3. Required front setbacks shall be landscaped to create a transition between public and private space as required by Section 3.3.1 of the Citywide Objective Design Standards.
4. New residential or mixed-use development with front setbacks of 15 feet or greater shall include, at minimum, one tree per 40 linear feet of street frontage between the back of the sidewalk and building facade. The spacing of trees may vary.
5. Where a commercial or mixed-use building is set back from the property line, the setback area shall be designed as an integral part of the public realm by supporting public activity on the street, consistent with the following criteria:
    a. Setbacks and recesses shall be a minimum of 2 feet deep to provide window shopping along the building frontage, outdoor benches or seating areas, or landscape screening.
    b. Planted landscaped areas or hardscape area with potted plants adjacent to building facades shall be a minimum of 3 feet; however, a minimum 5-foot setback is preferred where shade trees are provided.
    c. A minimum 6-foot setback is encouraged for cafe seating adjacent to the building and 10 feet or more for outdoor dining areas with more than one row of tables and chairs.

Use bay-friendly native and drought-tolerant landscaping.

Front setbacks shall be landscaped to create a natural transition between public and private spaces.

6. Existing mature trees shall be protected on-site when possible, consistent with the following criteria:
    a. Building setbacks or stepbacks shall be designed to provide space for existing tree growth, including for tree root and canopy growth.
    b. Existing mature trees should be preserved in-place, and incorporated into the design of open spaces, courtyards, outdoor dining areas, and other amenities.
    c. Where an existing City street trees, protected tree, or heritage tree cannot be preserved, they shall be replaced in accordance with Municipal Code Title X, Chapter 2.
7. Landscape materials shall be suited to the Bay Area climate, consistent with the standards for landscape and hardscape materials in Specific Plan Section 6.5.3 and 6.5.4.

RELATED STANDARDS

- Section 6.5 (Streetscape and Landscape)
- City of Milpitas Tree Maintenance and Protection Ordinance (Municipal Code Title X, Chapter 2)
- City of Milpitas Water Efficiency Landscape Ordinance (Municipal Code Title VIII, Chapter 5)

4.3.5 PRIVATE LIGHTING AND SIGNAGE

Create safe and inviting public spaces with active commercial uses extending into the evening hours, and integrate signage as a visually unifying element in commercial and mixed-use zones.

A. LIGHTING

1. For storefront retail, use building-mounted lights to illuminate a minimum zone of 4 feet in front of the building, and a minimum of 2 feet within the building, including the display space.
2. Require pedestrian lighting for outdoor common area spaces, including sidewalks, parking lots, and service areas and entries.
3. Provide outdoor lighting using fixtures that yield low pollution and glare.
4. Orient light fixtures downward and to shield light from public and private buildings.
5. Provide accent lighting to illuminate street addresses, business identification signs, and district signage and branding, to support customer wayfinding.
6. The use of decorative lighting to create local ambiance for outdoor retail and dining activities is encouraged.

B. SIGNAGE

1. A master signage program for multi- tenant business identification signs is required per the City Zoning Ordinance.
2. On retail priority streets, provide pedestrian signage that is perpendicular to the sidewalk, in order to be more visible to pedestrians.
3. Orient signs parallel to the street to enhance visibility for drivers and for businesses that are more street or highway-oriented.

C. GUIDELINES

1. Use materials and colors that are compatible with building materials and colors.
2. Do not obscure the building's architecture with oversized signs, rather use the signage to accentuate the character of the building.

RELATED STANDARDS

- Specific Plan Section 4.3.5 (Private Lighting and Signage)
- Specific Plan Section 6.5 (Streetscape and Landscape)

Integrate pedestrian lighting to support active commercial uses into the evening hours.

Use site and building lighting to support the retail ambiance of Main Street.

Artistic signs add character to the building architecture and the charm of businesses in the Crossroads and Main Street districts.

05

MOBILITY

Overview

The overarching goal of the mobility framework, addressed in this chapter, is to promote the use of roadways within the Plan Area by all modes of transportation, including walking, biking, shared-use micro-mobility, transit, and vehicles. The Specific Plan Area sits between two freeways: I-880 and I-680 on the west and east, respectively. SR 237 becomes Calaveras Boulevard at the west end of the Plan Area and carries a significant amount of regional traffic, to connect I-880 to I-680. Abel Street is as a north-south connector through the Plan Area. Great Mall Parkway serves as an east-west connector with Class II bike lanes at the south end of the Plan Area. The VTA Orange Line light rail system and VTA Bus Routes 44 and 66 run along Great Mall Parkway.

COMPLETE STREETS APPROACH

The streets within the Gateway-Main Street Area are designed as a "complete streets" system that will facilitate mobility for all roadway users and create an inviting public realm environment. Complete streets support a variety of mobility options, including automobiles, trucks, transit, bikes, and pedestrians and are accessible to people of all ages and abilities while supporting local land uses. This complete streets approach facilitates equity by assuming all community members have access to all modes of transportation regardless of special needs or financial limitations.

This chapter addresses mobility, transportation, and parking within the Plan Area and sets the standards and street designs that support a complete street travel environment. This chapter includes the following sections:

- 5.1 Mobility Framework.
- 5.2 Street Activity Zones.
- 5.3 Street Design.
- 5.4 Traffic Improvements.
- 5.5 Public Transit Improvements.
- 5.6 Pedestrian Network.
- 5.7 Bicycles and Micro-Mobility.
- 5.8 Parking.
- 5.9 Fire Access.

The City of Milpitas General Plan Circulation Element provides a framework for the City to provide a multimodal transportation system that allows residents, workers, and visitors to reach their destinations safely and efficiently. The General Plan Circulation Element provides guidance to the goals and design standards of the Specific Plan. Additionally, Section 6.5.3 of this Specific Plan includes information regarding the role of streets in stormwater management.

5.1 Mobility Framework

The mobility framework for the Plan Area is illustrated in Figure 5-1, and described further below and in the following sections.

MULTIMODAL COMMUNITY CORRIDORS

Enhance the multimodal travel experience on the existing streets providing access and connection within the Plan Area, with a focus on improving Calaveras Boulevard, Serra Way, Main Street, and Abel Street as key activity streets supporting the activity of the Plan Area.

FUTURE STREETS AND CONNECTIONS

Provide new streets and alleys parallel to Main Street to provide business area and neighborhood access while improving the bike and pedestrian quality and character of Main and Abel Streets. The Specific Plan supports new streets with redevelopment of the Serra Center and other large neighborhood blocks to connect to existing roadways and support a more walkable neighborhood grid pattern. Future streets are further identified by type in Figure 5-3.

SHUTTLE ROUTE AND TRANSIT HUBS

Plan for a neighborhood circulator loop or on-demand shuttle connecting retail and community destinations within the Plan Area. Improve the safety and comfort of existing or new transit stop facilities to serve development in the area, including the potential for a centrally located transit hub and transfer station within the Crossroads District.

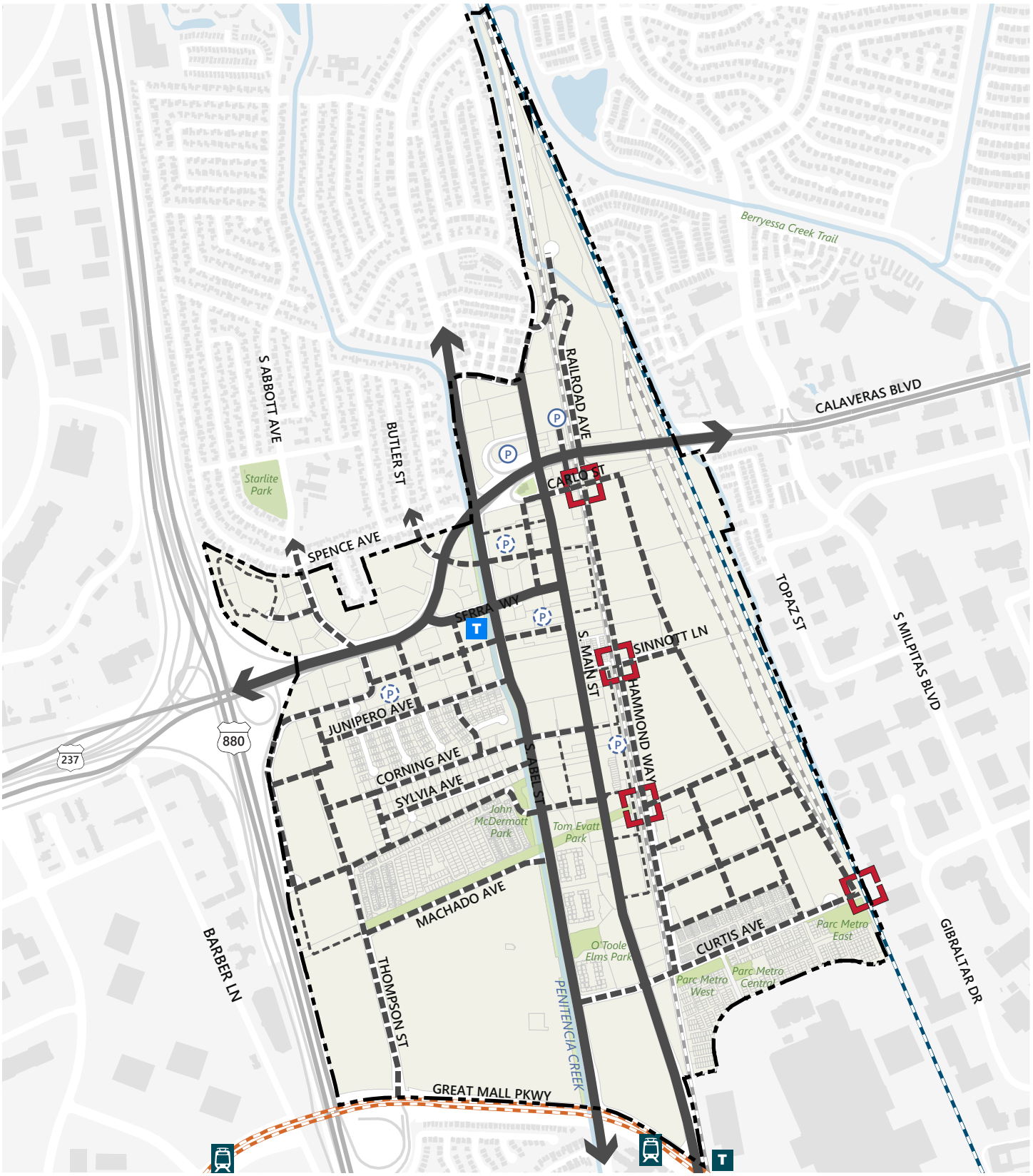
FUTURE RAILROAD CROSSINGS

In coordination with Union Pacific Railroad, evaluate the potential future at grade street or bike and pedestrian connections of the railroad tracks east of Main Street. At least one new railroad track crossing will be necessary to support future development on the lands between the two railroad tracks.

DISTRIBUTED PUBLIC PARKING AREAS

The Specific Plan proposes the implementation of a district parking strategy and shared public parking areas distributed to support the development of the Crossroads District and Main Street as the downtown area for the Specific Plan.

Figure 5-1 Mobility Framework



Existing Street
Future Street
Future Alley
Future Public Parking Area
Existing Public Parking Area
Existing Transit Hub
Future Transit Hub
Existing Light Rail Station
Existing Railway
Existing Light Rail Line
Existing BART Line
Potential Future At-Grade Rail Crossing (To be Studied)

0 300' 600' 1,200'

5.2 Street Activity Zones

The activity zones, illustrated in Figure 5-2, define how the public and semi-public spaces along streets within the Plan Area are organized and used to support multiple functions and purposes. The street sections included in this chapter illustrate the spatial relationship of activity zones for each street design segment.

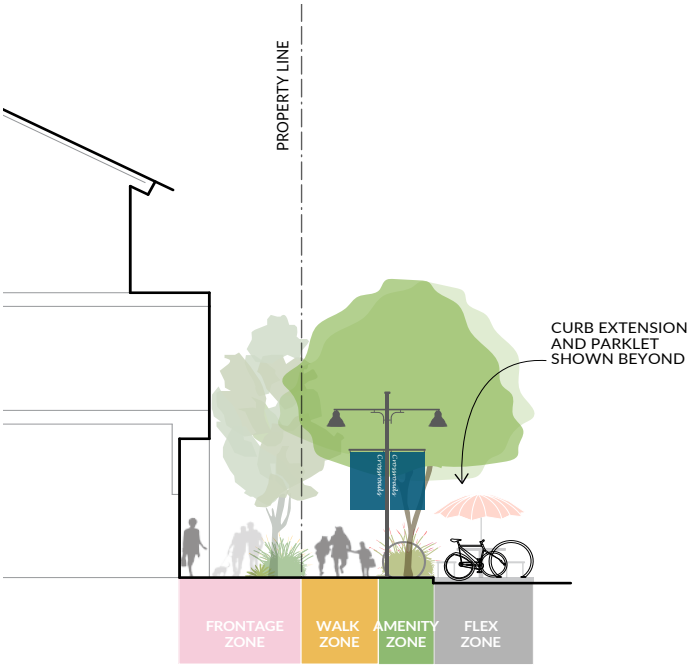
- **The frontage zone** includes the semi-public and public space between the face of the building and the pedestrian zone, and may be occupied by sidewalks, landscaping, outdoor dining, plaza area, or parking (if already existing; parking shall not be permitted in the frontage zone for new development). Frontage zones are regulated by the standards set in Section 3.6 and Section 3.7.
- **The walk zone** primarily accommodates the movement of pedestrians and should be designed to provide unobstructed sidewalk space.
- **The amenity zone** provides space for street trees, green infrastructure, lights, and furnishings.
- The flexible street zone or **flex zone** provides space for parking, loading, parklets, and curb extensions along Main Street, Future Mixed-Use Streets and Future Residential Streets.

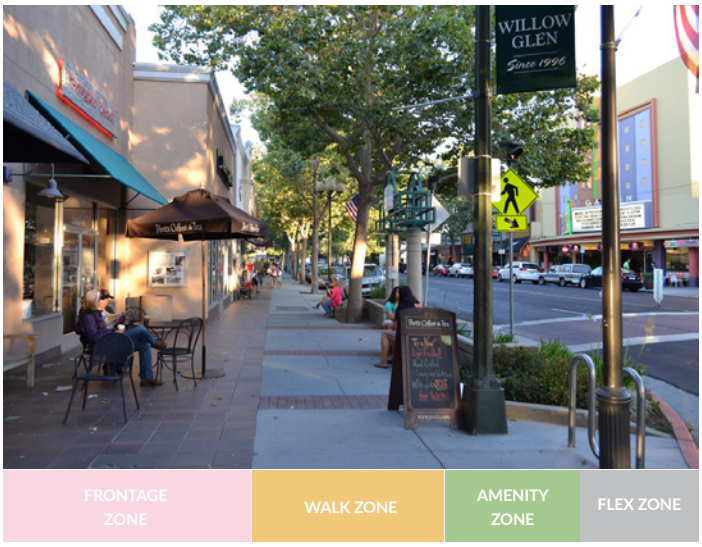
5.3 Street Design

Street design sections are provided for eleven street segments on the following pages, including:

- 5.3.1 South Main Street in the Crossroads District.
- 5.3.2 South Main Street in the Main Street District.
- 5.3.3 South Abel Street.
- 5.3.4 Calaveras Boulevard.
- 5.3.5 Serra Way.
- 5.3.6 South Abbott Avenue (North of Calaveras).
- 5.3.7 South Abbott Avenue (South of Calaveras).
- 5.3.8 Future Mixed-Use Streets.
- 5.3.9 Future Residential Streets.
- 5.3.10 Future Alleys.
- 5.3.11 Future Paseos.

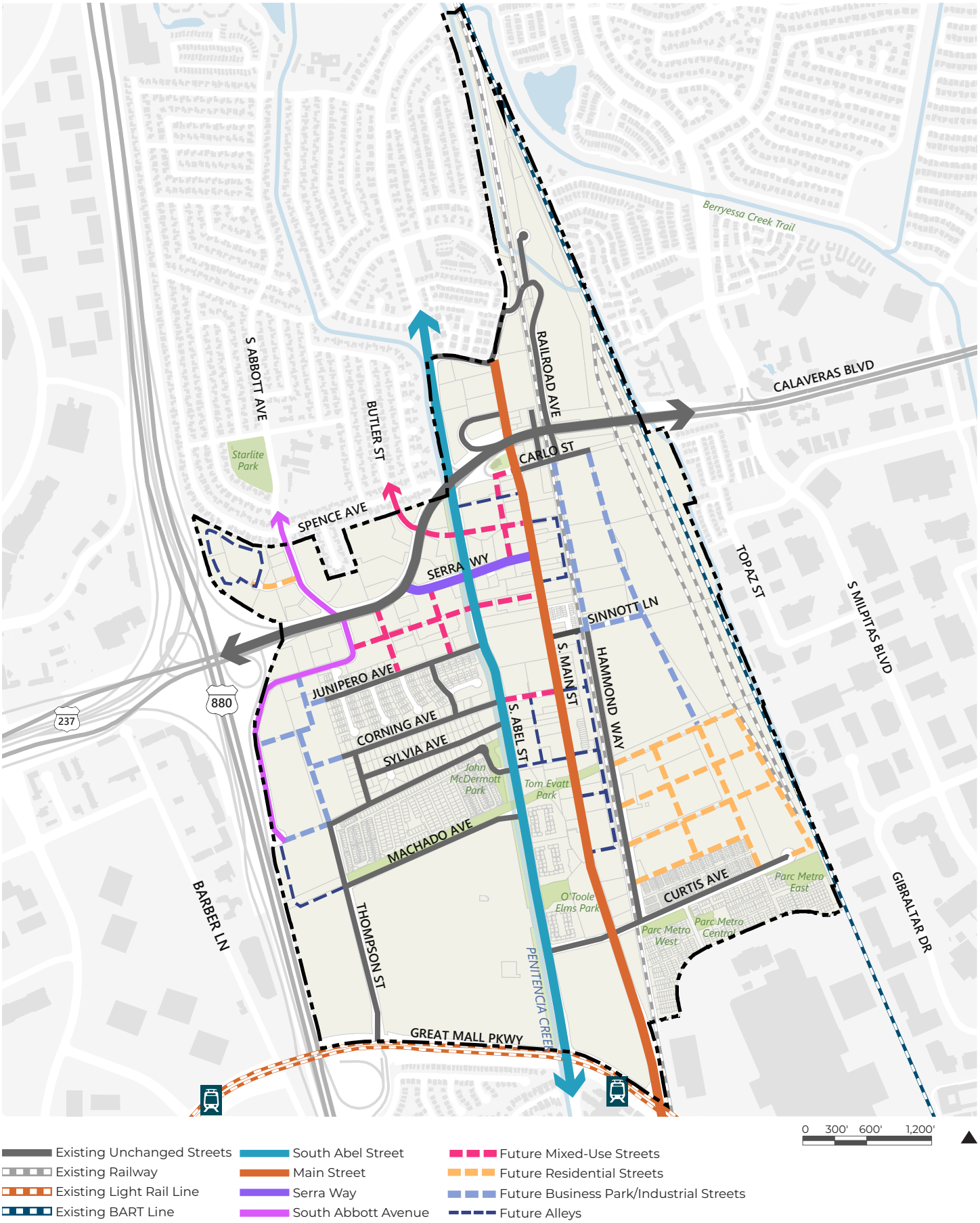
Figure 5-2 Street Activity Zones





A commercial street organized with distinct street activity zones.

Figure 5-3 Street Typology Diagram



5.3.1 SOUTH MAIN STREET IN THE CROSSROADS AND MAIN STREET DISTRICT

South Main Street is a collector roadway extending north from South Main Street, at Sinnott Lane to Calaveras Boulevard. The section of South Main Street in the Crossroads and District will be configured to provide a mixed multimodal street with shared travel lanes, wider walk zones that require a public access setback/ easement, and flexible curbside use in the flex zone. This flex zone will accommodate a mixture of short-term parking, passenger and delivery loading, curb extensions, and parklets. Curb extensions provide shorter pedestrian crossings and stormwater amenities; whereas, parklets may be used to accommodate outdoor dining amenities.

South Main Street in the Main Street District will be configured to provide a mixed multimodal street with shared travel lanes and maintain the existing sidewalk. Like in the Crossroads District, the Main Street district shall provide flexible curbside uses in the flex zone that include curb extensions and parklets. The proposed re-design of Main Street deviates from and will require an update to the City's Trails, Pedestrian, and Bicycle Master Plan.

DESIGN STANDARDS

1. Incorporate streetscape improvements along Main Street, as shown in Figure 5-4 for the Crossroads District and Figure 5-5 for the Main Street District, including undergrounding utilities. The curb-to-curb width will remain consistent with existing conditions, except where new curb extensions are built.
2. Reduce the speed limit to 15-20 mph for the full length of the shared street.
3. Include signage and a change in street surface texture along the Shared Street to reinforce the shared functions of the street. Examples of shared street surface treatments include:
    a. A curbless right-of-way with varied textured or permeable pavers to distinguish between sidewalk and shared roadway; or
    b. Traditional concrete curbed sidewalks adjacent to a textured or painted shared roadway of a contrasting color.
4. Develop a parallel street and alley system to Main Street to provide business and neighborhood access, reduce driveways, and improve the pedestrian quality of Main Street.

An example of a Shared Street with curbless right-of-way and varied pavers to distinguish between sidewalk and shared roadway.

5. Add north-south and east-west paseo connections, as shown in Figure 6-1, (Public Realm Framework) and Figure 5-15, to provide more direct connections and improve pedestrian and bike access within the Gateway and Main Street Districts.
6. Add high-visibility crosswalks to all existing and proposed pedestrian crossings along Main Street.
7. Where existing crosswalks are unsignalized, coordinate with the city to study the need for a rectangular rapid-flashing beacon (RRFB) or new traffic signal and coordinate updates with the City's Traffic Safety Study.
8. Add curb extensions at all existing VTA bus stops along Main Street. Bus stop curb extensions shall extend the full length of a typical VTA bus and designed in accordance with VTA's Bus Stop and Passenger Design Criteria and Standards.
9. Add curb extensions to intersections with pedestrian crossings and adjacent to retail storefronts. Curb extensions shall extend the full width of the flex zone.
10. Study the potential to incorporate green stormwater infrastructure in the amenity zone, curb extensions at intersections, and other areas of the flex zone. See also Section 6.5.3.

An entertainment district activated with outdoor dining and entertainment venues is envisioned along S. Main Street.

Figure 5-4 South Main Street Section in the Crossroads District

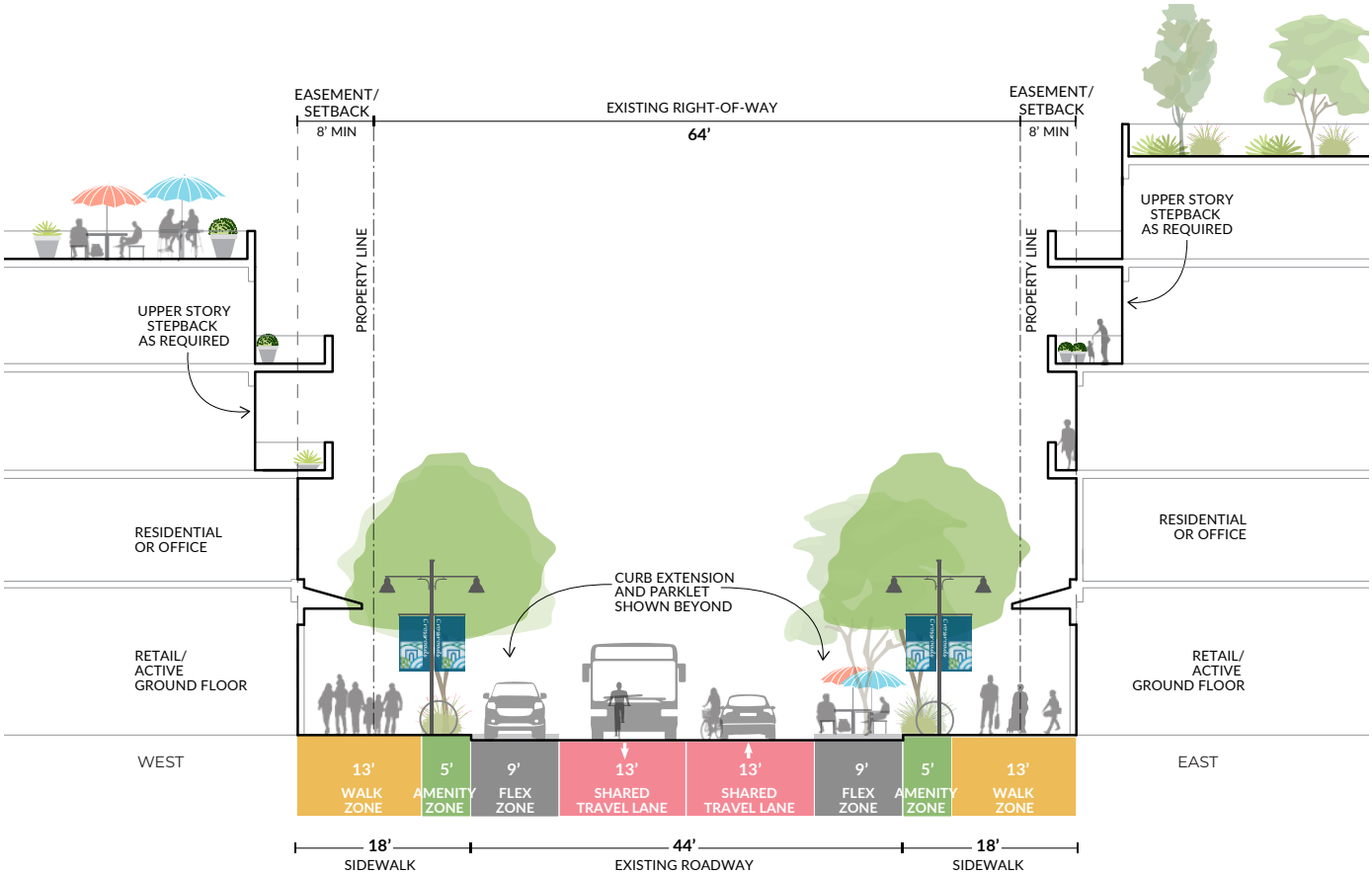
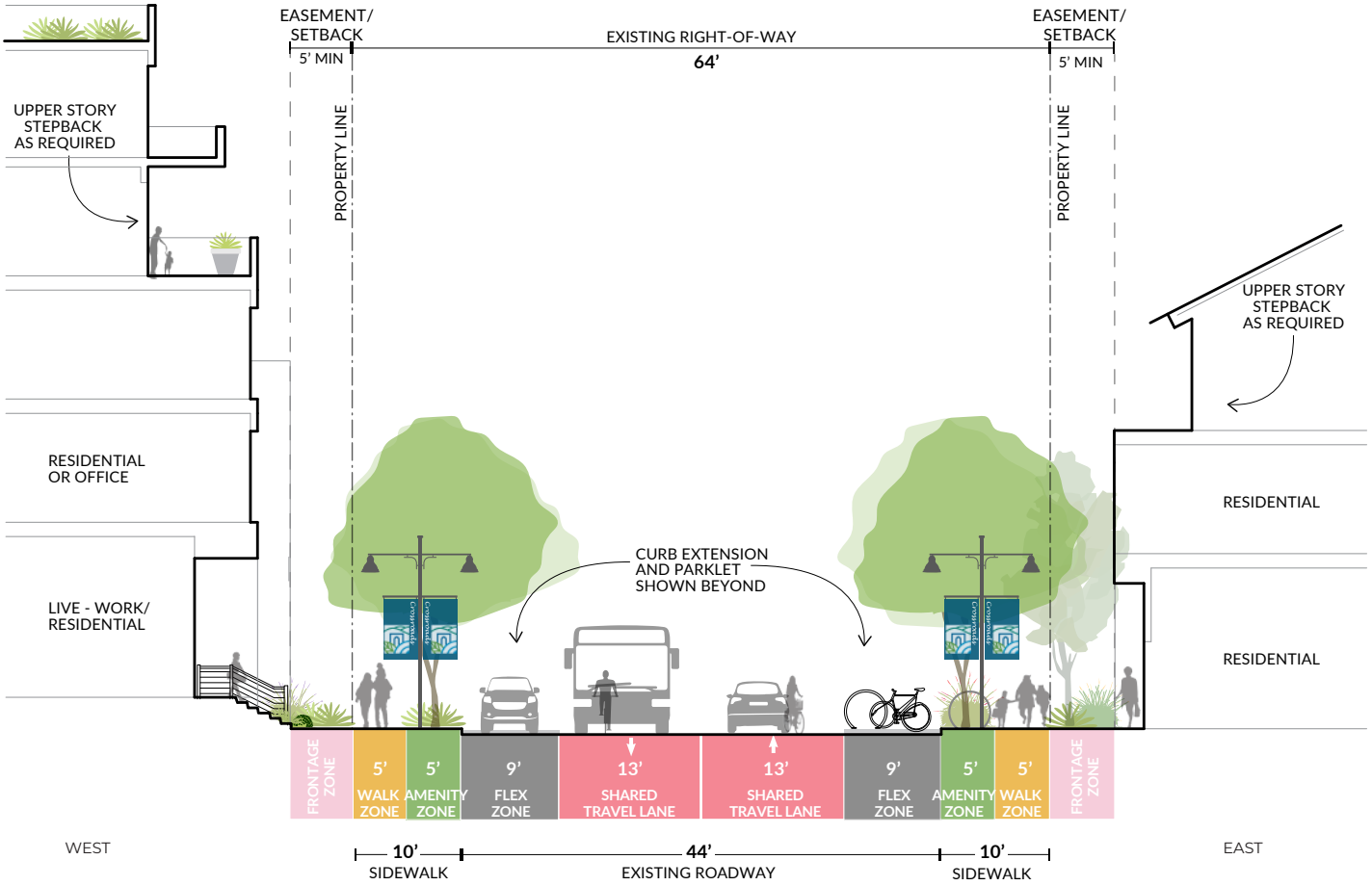


Figure 5-5 South Main Street Section in the Main Street District



S. Main Street within the Main Street District has a walkable urban village form, characterized by development raised with stoops.

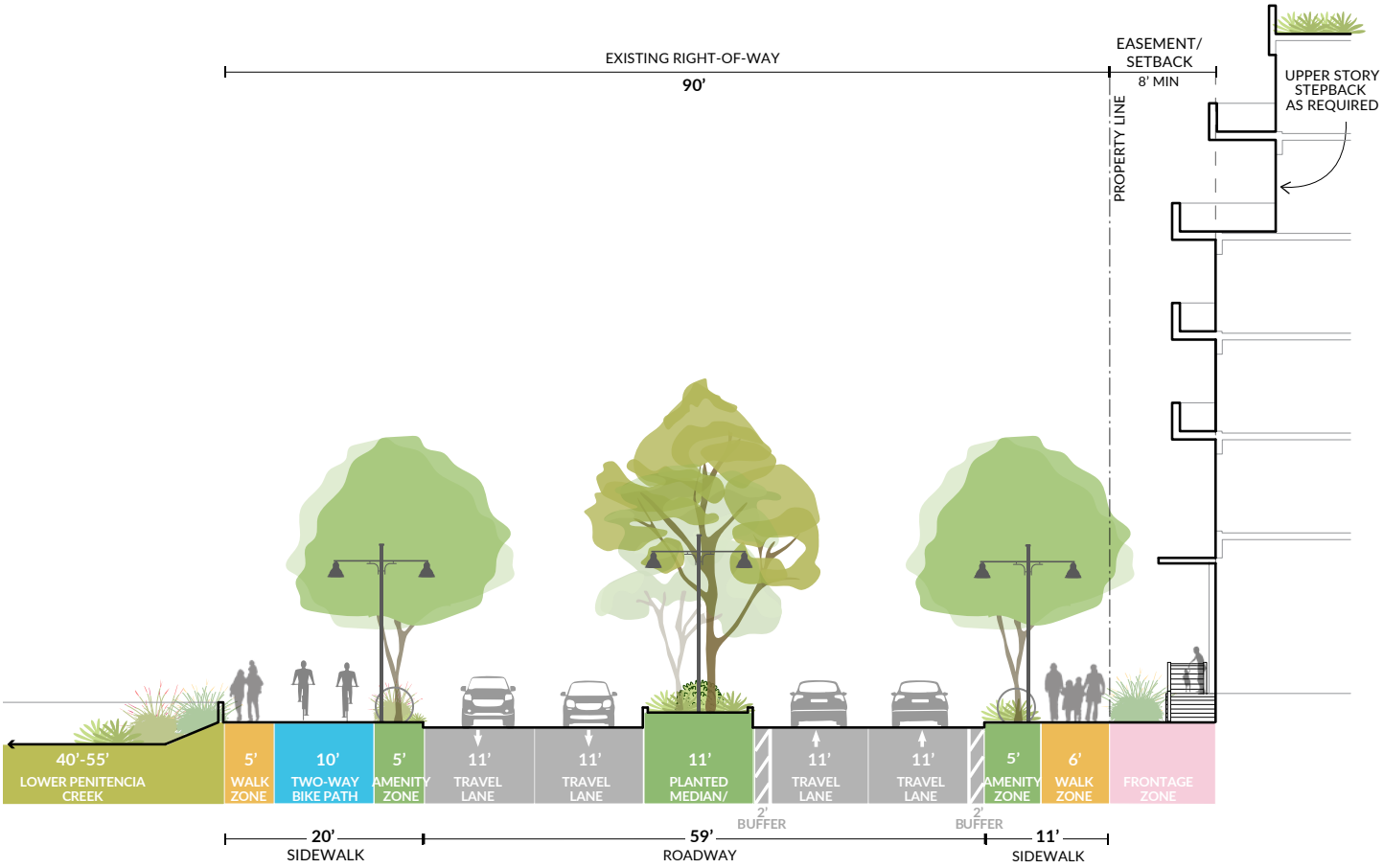
5.3.2 SOUTH ABEL STREET

South Abel Street is a north-south arterial that connects North Milpitas Avenue, West Calaveras Boulevard/SR-237, and Great Mall Parkway. It extends east of North Milpitas Avenue as Jacklin Road. Within the Specific Plan network, South Abel Street will be configured to provide a mixed multimodal street with multiple walk zones, a two-way bike path adjacent to the Lower Penitencia Creek, and two travel lanes in each direction.

DESIGN STANDARDS

1. Incorporate streetscape improvements along Abel Street as shown in Figure 5-6.
2. Construct a two-way bike path along the east side of Lower Penitencia Creek for the full length of Abel Street between Calaveras Boulevard and Great Mall Parkway as shown in Figure 5-6.
3. Add a pedestrian walkway, street furniture and plantings along the west side of Lower Penitencia Creek as new development or site redevelopment occurs.
4. Coordinate with the City to prepare a traffic study to determine if a new traffic signal and pedestrian crossing at the intersection of Machado Avenue and South Abel Street and at new street intersections with Abel Streets, as shown in Figure 5-17, are needed to provide bicycle and pedestrian connections across Abel Street. Coordinate street and intersection improvement updates with the City's Traffic Safety Study.
5. Improve connection from South Abel Street to a potential future transit hub by providing pedestrian and bicycle connections with the multi-use trail to/from the hub as shown in Figure 5-18.
6. Study the potential to incorporate green stormwater infrastructure in the amenity zone, and the design of areas adjacent to the Lower Penitencia Creek. See also Section 6.5.3.

Figure 5-6 South Abel Street Section



5.3.3 SERRA WAY

Serra Way is a short collector roadway in the historic commercial area that connects West Calaveras Boulevard to South Abel Street and South Main Street. The speed limit is 30 mph. Within the Specific Plan network, Serra Way will be configured to provide a multimodal street with generous walk zones, buffered bike lanes, bus boarding islands at existing bus stops, and opportunities for curb extensions to serve pedestrian crossings and amenities.

The existing right of way narrows between Calaveras Boulevard and Main Street. In order to accommodate the varied right of way width, the buffers provided between bike lanes and travel lanes change width accordingly.

DESIGN STANDARDS

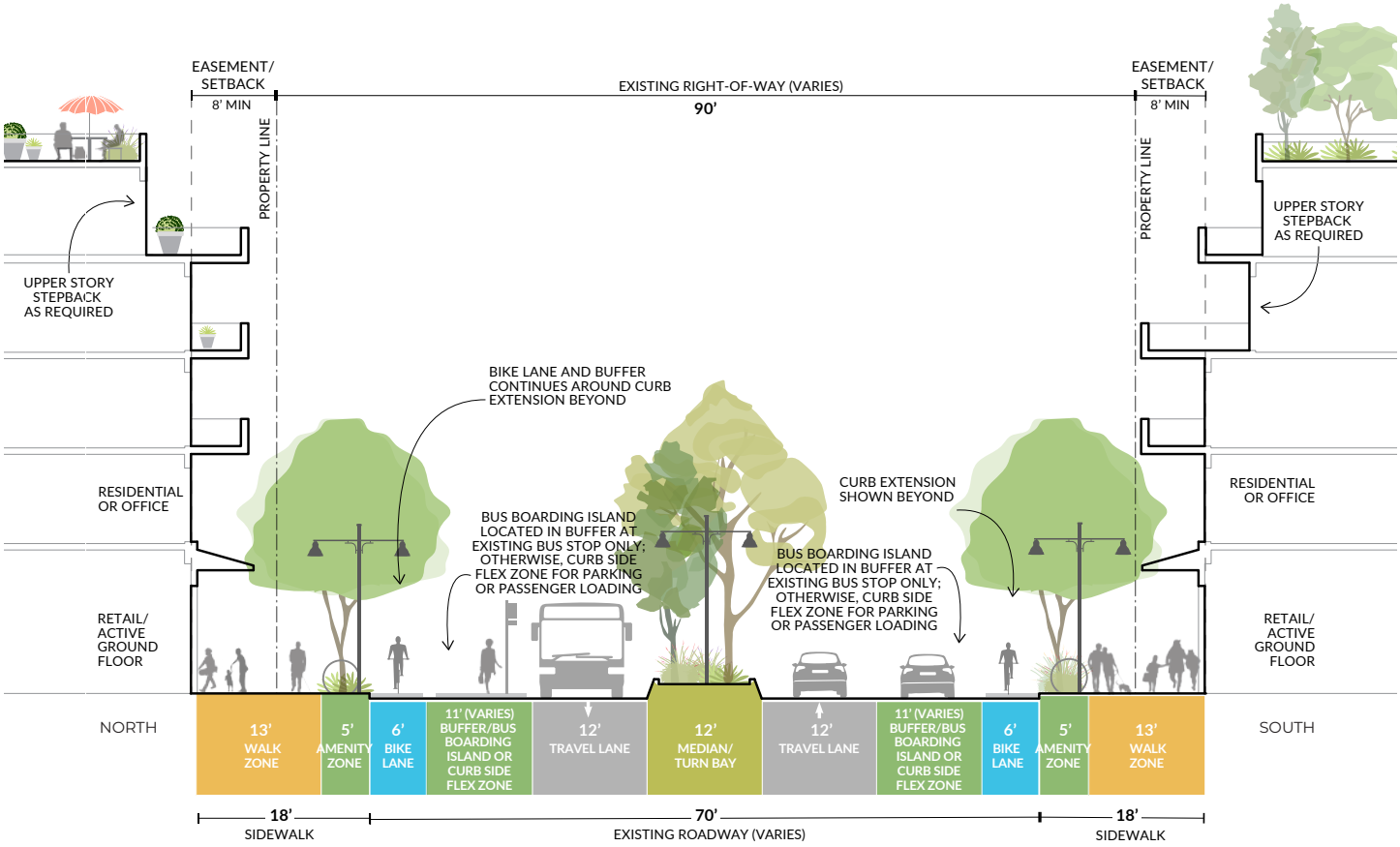
1. Coordinate with the City to conduct a road diet study for Serra Way between Calaveras Boulevard and Main Street, reducing Serra Way from two lanes in each direction to one lane in each direction.
2. Provide pedestrian intersection improvements at the following locations:
    a. Serra Way and Calaveras Boulevard.
    b. Serra Way and South Abel Street.
    c. Serra Way and South Main Street.
3. Reduce the speed limit to 25 mph for the full length of the street.
4. Include curb extensions, tighten curb radii and/or close slip lanes at intersection corners, where possible, to reduce crossing distances and increase pedestrian and cyclist visibility.
5. Elevate the bike lane to near sidewalk level along Serra Way at the approach to Calaveras Boulevard, consistent with the planned Calaveras Boulevard improvements.
6. Incorporate streetscape improvements along Serra Way per Figure 5-8, including buffered bike lanes, a planted median, and expanded sidewalks.
7. Coordinate with the Fire Department to include a vertical protection element, such as a flexible delineator in the bike lane buffer to help delineate the bike lane from the adjacent parking. Vertical protection elements shall include reflective surfaces facing the parking lane for visibility in low light conditions.
8. Add bus boarding islands at the existing VTA bus stop along Serra Way. Bus stop boarding islands shall extend the full length of a typical VTA bus and be designed in accordance with VTA's Bus Stop and Passenger Design Criteria and Standards. All boarding islands shall include an ADA accessible route to the adjacent sidewalk. Bike lanes shall be routed behind all bus boarding islands.
9. A buffer lane shall be provided along Serra Way to support right-of-way access for fire protection. Where fire access is not needed, include on-street parking or curb space for passenger loading.
10. Study the potential to incorporate green stormwater infrastructure in the amenity zone. See also Section 6.5.3.

A bus boarding island with bike lane routed behind the island.

A curb extension with outdoor dining.

A protected bike lane with vertical protection element.

Figure 5-7 Serra Way Section



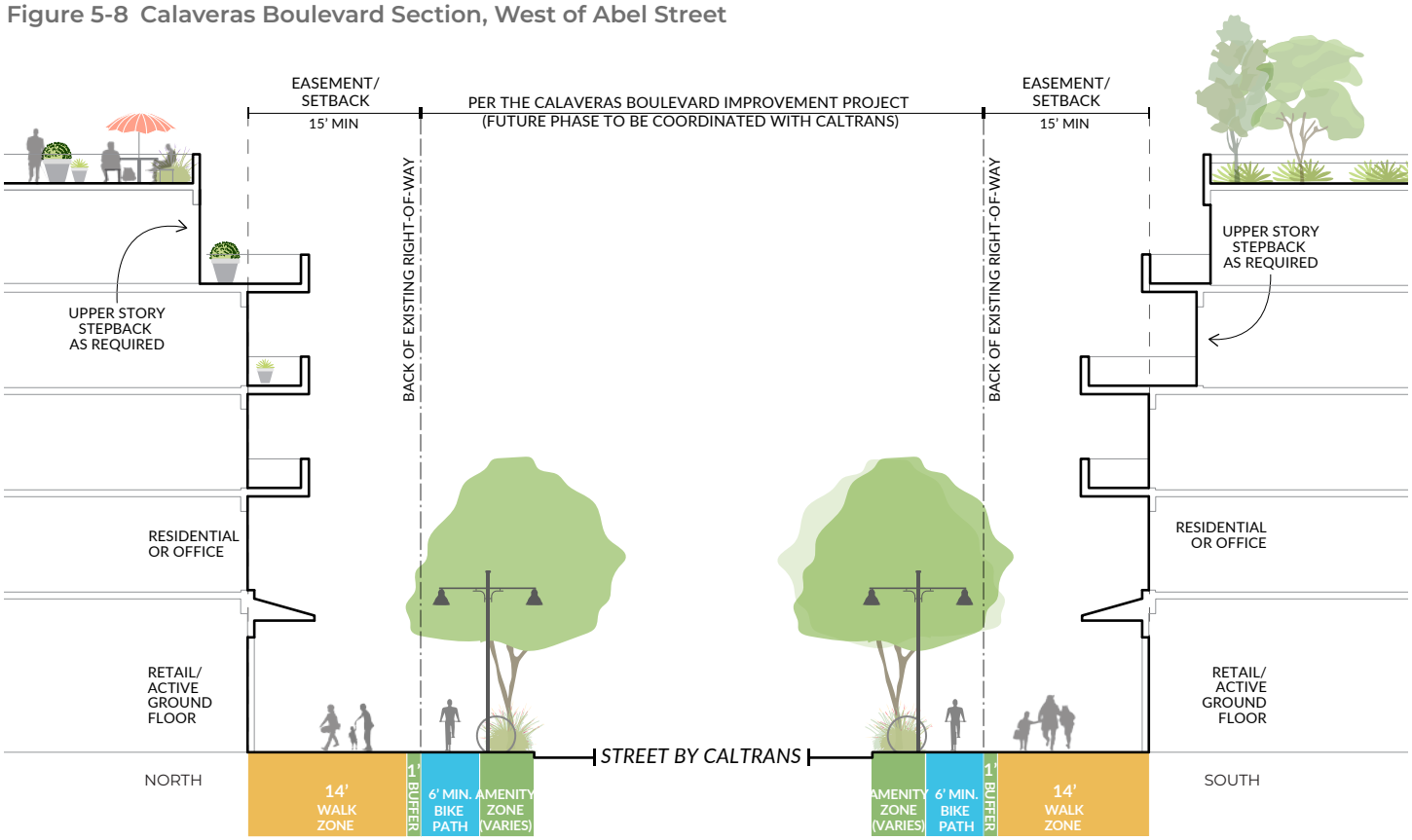
5.3.4 CALAVERAS BOULEVARD

Calaveras Boulevard, otherwise known as SR 237 between I-680 and I-880, is a six-lane arterial roadway which transitions into a fully grade separated highway west of I-880, at the west edge of the Plan Area. On the eastern side of the Plan Area, SR 237/Calaveras Boulevard is grade-separated due to the presence of UPRR Railroad and BART tracks, resulting in a limited connections to Main Street.

DESIGN STANDARDS

1. Coordinate with the Calaveras widening plans between Abel Street and Milpitas Boulevard to support off-street bike paths and sidewalks on both sides of the street.
2. Provide pedestrian intersection improvements at the following locations:
   a. Calaveras Boulevard and South Abbott Avenue.
   b. Calaveras Boulevard and Serra Way.
   c. Calaveras Boulevard and South Abel Street.
3. Include curb extensions, tighten curb radii, and/or close slip lanes at intersection corners where possible to reduce crossing distances and increase pedestrian visibility.
4. Provide a pedestrian and bicycle connection to South Main Street from Calaveras Boulevard by creating a pedestrian plaza and two-way cycletrack along East Carlo Street between Calaveras Boulevard and South Main Street.
5. Require a 15' private setback/easement dedication, measured from the existing right-of-way, to support a 1-foot buffer and 14-foot wide sidewalk.
6. Incorporate street trees in the amenity zone, spaced a minimum of 15 feet on center, when the amenity zone is a minimum of 4 feet wide.

Figure 5-8 Calaveras Boulevard Section, West of Abel Street



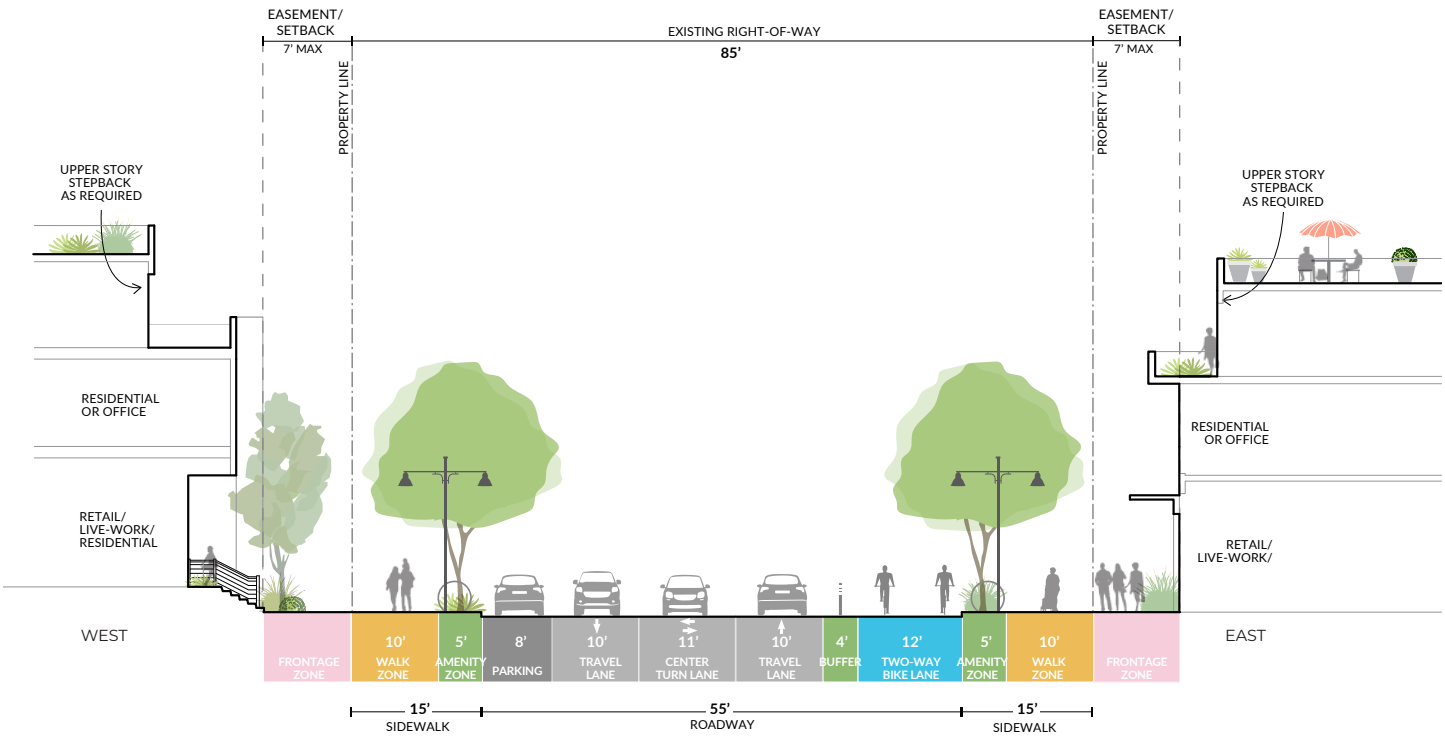
5.3.5 SOUTH ABBOTT AVENUE (NORTH OF CALAVERAS BOULEVARD)

South Abbott Avenue extends from the north end of the Plan Area at Smithwood Street to Calaveras Boulevard, connecting to Starlite Park and Anthony Spangler Elementary just north of the Plan Area. The speed limit is 30 mph north of Calaveras Boulevard. Within the Specific Plan network, South Abbott Avenue north of Calaveras Boulevard will be configured to provide a mixed multimodal street with comfortable walk zones, a two-way protected bike lane, vehicle parking on the east side, and one travel lane in each direction with a shared center turn lane.

DESIGN STANDARDS

1. Incorporate streetscape improvements along South Abbott Avenue, per Figure 5-9, including a two-way buffered bike lane and expanded sidewalks.
2. Coordinate with the City to transition from the proposed two-way protected bike lane on South Abbott Avenue to a Class IIIB (Bicycle Boulevard) facility, north of Spence Avenue, to connect to Starlite Park and the Anthony Spangler Elementary School.
3. Study the potential to incorporate green stormwater infrastructure in the amenity zones and parking area curb extensions at intersections with future improvements. See also Section 6.5.3.

Figure 5-9 South Abbott Avenue (North of Calaveras Boulevard) Section



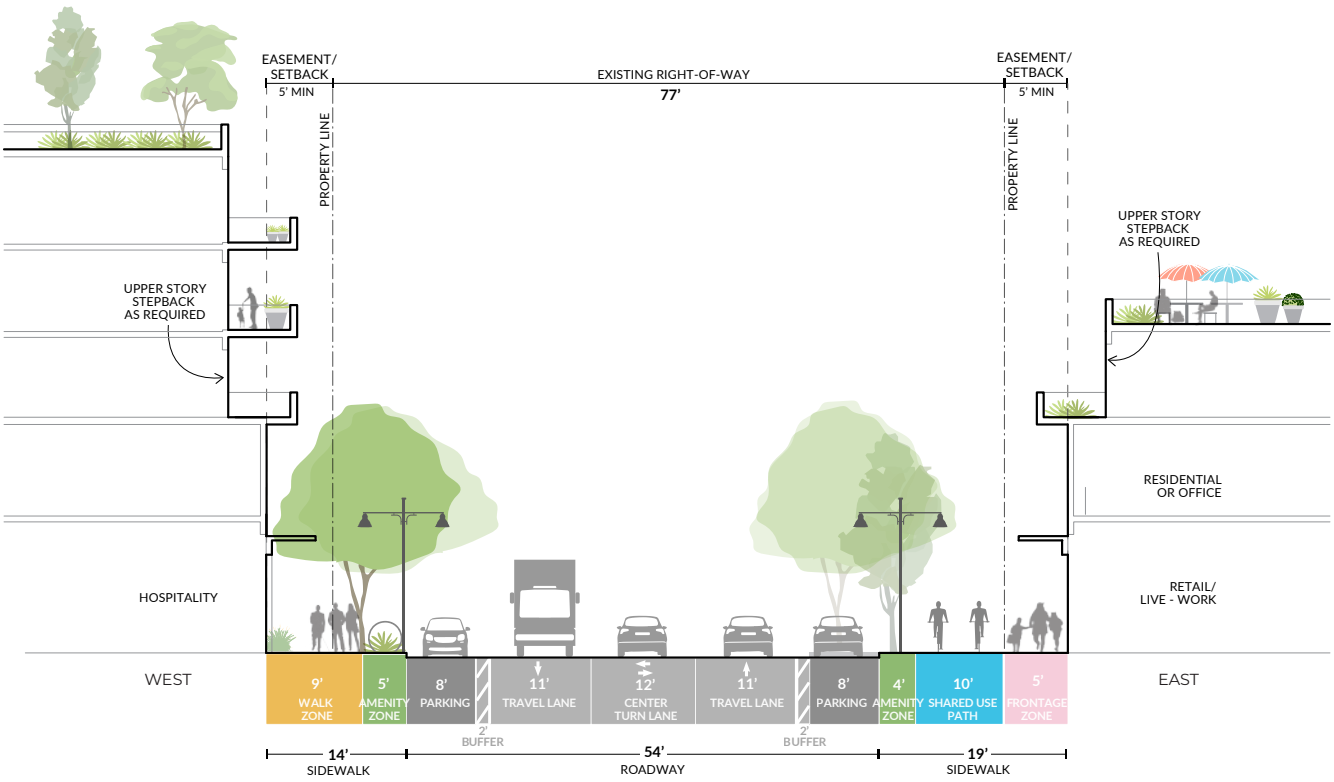
5.3.6 SOUTH ABBOTT AVENUE (SOUTH OF CALAVERAS BOULEVARD)

South Abbott Avenue extends from Calaveras Boulevard south to industrial warehouses adjacent to I-880, currently ending in a cul-de-sac. The speed limit is 35 mph south of Calaveras Boulevard. Within the Specific Plan network, South Abbott Avenue south of Calaveras Boulevard would be configured to provide a mixed multimodal street with comfortable walk zones, a cycle track connecting the proposed Abbott District to Calaveras Boulevard, on-street parking, and one travel lane in each direction with a shared turn lane.

DESIGN STANDARDS

1. Connect Thompson Street to South Abbott Avenue, as shown in Figure 5-3, to improve the connectivity and add a second point of access to the Abbott District.
2. Incorporate streetscape improvements along South Abbott Avenue per Figure 5-10, including a two-way shared use path and expanded sidewalks.
3. Continue the two-way multi-use path along the south side of South Abbott Avenue to connect with a future paseo along the Abbott District's eastern edge.
4. Integrate gateway signage in the amenity zone along the west curb.
5. Study the potential to incorporate green stormwater infrastructure in the amenity zones and parking area curb extensions with future improvements. See also Section 6.5.3.

Figure 5-10 South Abbott Avenue (South of Calaveras Boulevard) Section



5.3.7 FUTURE MIXED-USE STREETS

Future mixed-use streets will promote multimodal use with shared travel lanes with bicycles, sidewalks, and Flex Zones on both sides of the street.

DESIGN STANDARDS

1. Implement Future Mixed-Use Street connections to provide alternate/parallel routes to Main Street, Serra Way, Calaveras Boulevard, and South Abbott Avenue and establish future connections as new development occurs. Future Mixed-Use Streets are listed below and shown in Figure 5-3.

   North/South Connections:

   a. Mid-block connection between South Abel Street and Main Street connecting Carlo Street with Serra Way.

   b. Extend San Petra Court north to Calaveras Boulevard.

   c. Mid-block connection connecting Junipero Avenue with Serra Way midway between South Abel Street and Ethyl Street.

   East/West Connections:

   a. Mid-block connection between Carlo Street and Serra Way connecting Butler Street to Main Street.

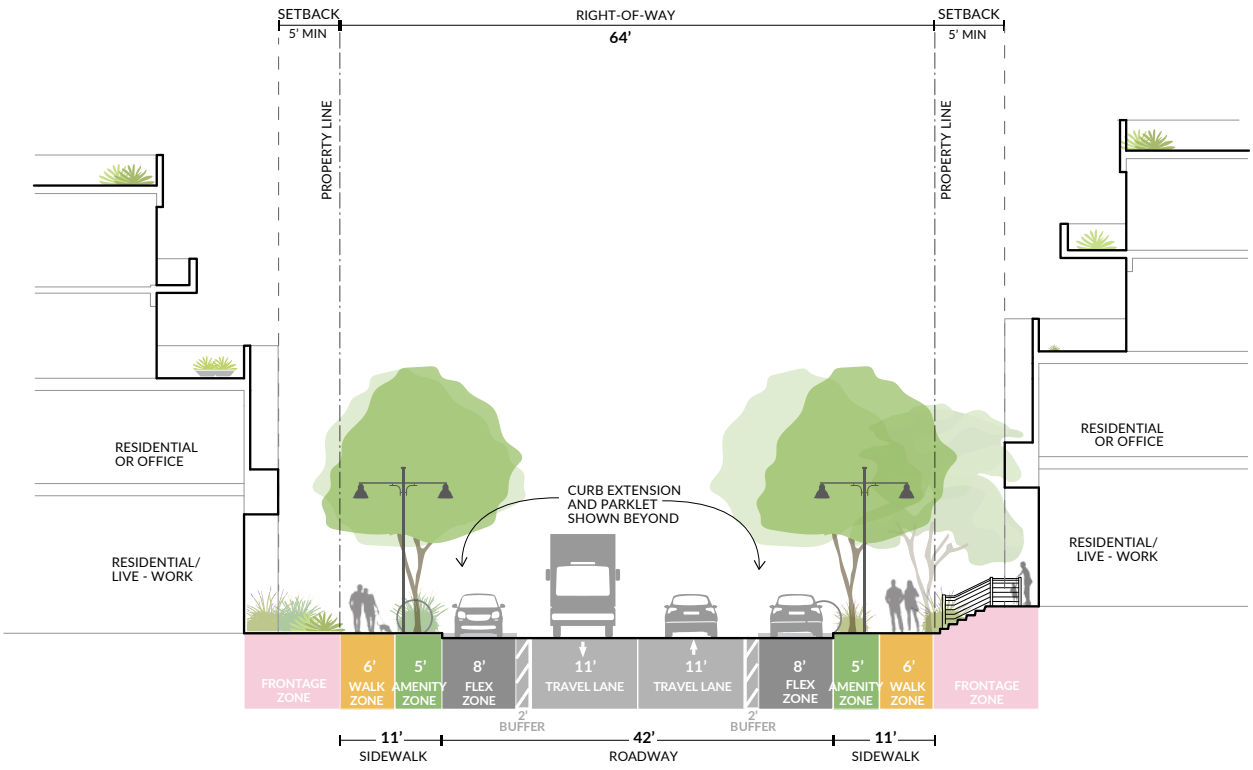
   b. Mid-block connection between Serra Way and Junipero Avenue connecting South Abbott Avenue to Main Street.

2. Design Future Mixed-Use Streets per Figure 5-11 with sidewalks and a flex zone on both sides of the street, and pedestrian intersection improvements at all intersections.

3. Add traffic controls to all new intersections created where Future Mixed-Use Streets cross other Future Mixed-Use Streets or intersect with existing streets. Coordinate with the City to conduct a traffic study for new traffic signals at all new intersections. Coordinate updates with the City's Traffic Safety Study.

4. Study the potential to incorporate green stormwater infrastructure in the amenity zone, curb extensions, and other areas of the flex zone. See also Section 6.5.3.

Figure 5-11 Future Mixed-Use Street Section



5.3.8 FUTURE RESIDENTIAL STREETS

Future residential streets will promote multimodal use with shared travel lanes with bicycles, sidewalks, and flex zones on both sides of the street.

DESIGN STANDARDS

1. Implement new streets and connections to provide an alternate/ parallel route to Main Street, Hammond Way, and Curtis Avenue and establish future connections as new development occurs. Future Residential Streets are listed below and shown in Figure 5-3.

   North/South Connections:

   a. Include a series of north/south residential streets in the area bounded by Hammond Way to the west, Curtis Avenue to the south, the existing railroad lines to the east and Tom Evatt Park to the north. New residential streets shall be evenly spaced and create block sizes that meet the standards set in Section 4.1.

   East/West Connections:

   a. Extend Corning Avenue west to connect to the future north/south multi-use path and future Abbott District development.

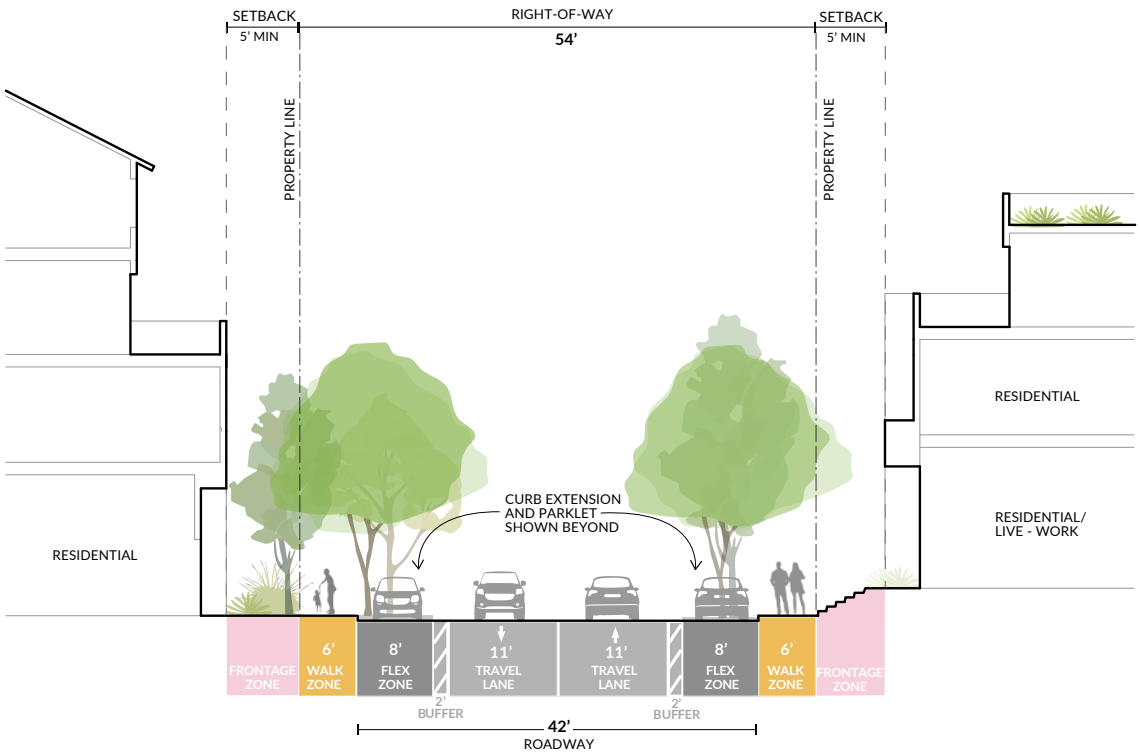
   b. Include a series of east/west residential streets in the area bounded by Hammond Way to the west, Curtis Avenue to the south, the existing railroad lines to the east and Tom Evatt Park to the north. New residential streets shall be evenly spaced and create block sizes that meet the standards set in Section 4.1.1.

2. Design Future Residential Streets per Figure 5-12, including sidewalks and flex zones on both sides of the street, and pedestrian intersection improvements at all intersections.

3. Add traffic controls to all new intersections created where Future Residential Streets cross other Future Residential Streets or intersect with existing streets. Coordinate with the City to conduct a traffic study for new traffic signals at all new intersections. Coordinate updates with the City's Traffic Safety Study.

4. Study the potential to incorporate green stormwater infrastructure in the curb extensions and other areas of the flex zone. See also Section 6.5.3.

Figure 5-12 Future Residential Street Section



5.3.9 FUTURE ALLEYS

Future alleys will serve back-of-house needs, as well as support bike and pedestrian movement and fire truck access. One-way alleys shall be designed with walk zones on both sides of the travel lane, whereas two-way traffic alleys will be required to have a walk zone on only one side of the alley.

DESIGN STANDARDS

1. Implement new alleys as new development occurs to provide back-of-house access to parcels on large blocks or where access is constrained, such as along South Main Street. Locations of future alleys include, but are not limited to, those listed below and shown in Figure 5-3:

   North/South Alleys:

   a. Just west of and parallel to the existing railroad track and Hammond Way, providing access to the back of parcels fronting the east side of Main Street.

   b. Mid-block between South Abel Street and Main Street connecting Corning Avenue and Alvarez Court.

   East/West Alleys:

   a. Extend Alvarez Court from South Abel Street to Main Street.

   b. East/west alleys as required to provide access to the back of parcels fronting the east side of Main Street.

2. Design one-way alleys as shown in Figure 5-13, including a walk zone on both sides of the alley.

3. Design two-way alleys as shown in Figure 5-14, including at least one walk zone on either side of the alley.

4. Provide a minimum 5-foot amenity zone on either side of the alley to provide drainage or lighting and landscaping.

5. Study the potential to incorporate green stormwater infrastructure in the amenity zones. See also Section 6.5.3.

Figure 5-13 Future Alley - One Way

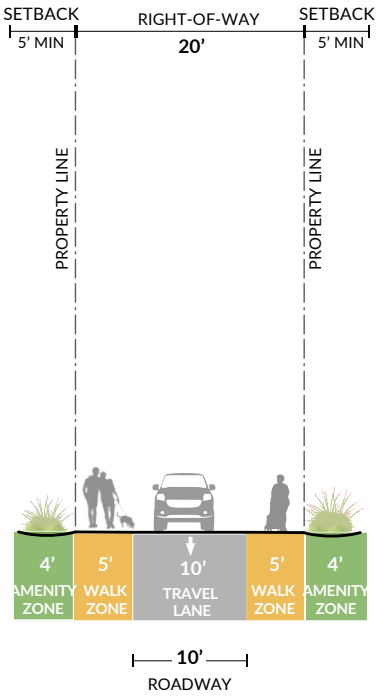
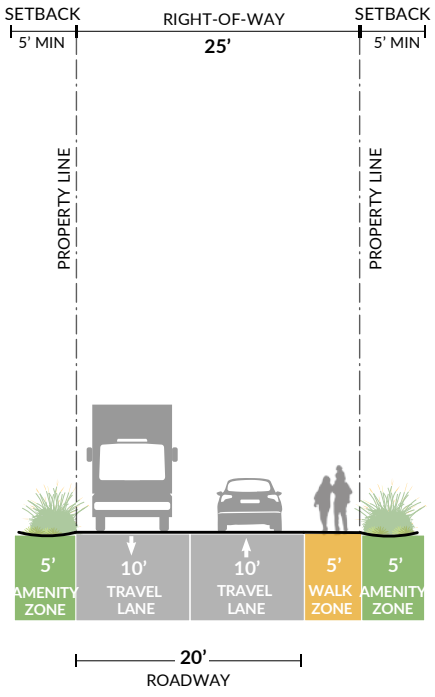


Figure 5-14 Future Alley - Two Way



5.3.10 FUTURE PASEO

Future paseos will provide additional north/south and east/west pedestrian and bicycle connections within the Plan Area. Locations of Future Paseos are shown in Figure 6-1.

DESIGN STANDARDS

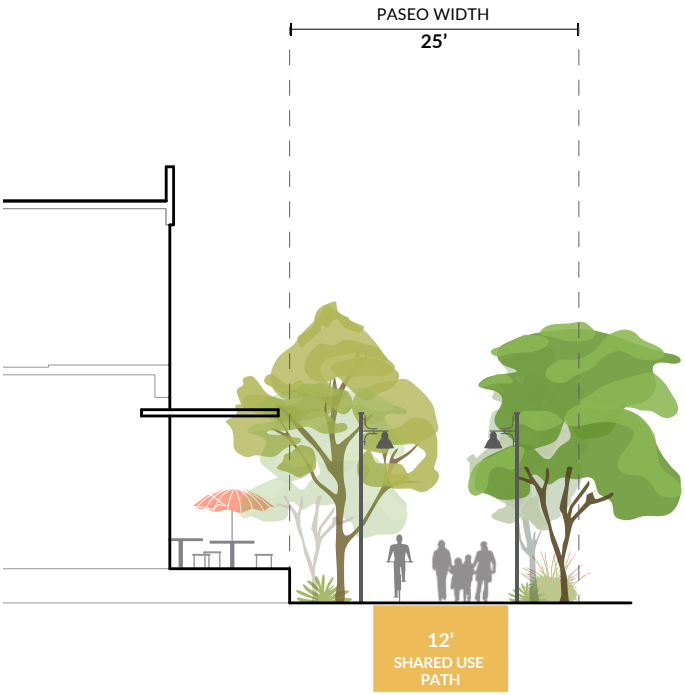
1. Provide a shared use bicycle and pedestrian paseo with landscaping adjacent to the existing property line as shown in Figure 5-15. The required shared use path shall provide unobstructed space for the movement of pedestrians and cyclists.
2. Study the potential to incorporate green stormwater infrastructure in the amenity zones on either side of the shared-use path. See also Section 6.5.3.

5.3.11 FIRE ACCESS

All new development, new streets, and modifications to existing streets shall comply with applicable State and local fire codes.

An example of a mixed-use shared use paseo.

Figure 5-15 Future Paseo



An example of a residential shared use paseo.

5.4 Traffic Improvements

Guided by a complete streets approach, this Plan emphasizes pedestrian and bicycle safety improvements as a way to improve safety for all roadway users. The Plan does not include increases to vehicle capacity. However, Caltrans' Calaveras Boulevard Improvement Project will include changes to vehicle capacity along Calaveras Boulevard, as well as other traffic and intersection improvements. The Calaveras Boulevard Improvement Project will make the following improvements to Calaveras Boulevard, between Abel Street and Milpitas Boulevard:

1. Adding pedestrian and bicycle facilities, including elevated cycle tracks in both directions.
2. Implementing complete streets improvements on Calaveras Boulevard, including widening existing sidewalks on the north side of Calaveras Boulevard and providing new sidewalks along the south side of Calaveras Boulevard.
3. Widening Calaveras Boulevard and providing three through lanes between I-880 and I-680 in both directions.
4. Replacing the existing structures over the Union Pacific Railroad/Bay Area Rapid Transit (UPRR/BART) tracks with a wider structure and replacing or widening the existing structures over North Main Street and the Union Pacific Railroad track with a wider structure or having the existing structure widened and seismically retrofitted.
5. Improving the intersection safety for bicyclists and pedestrians.

Calaveras Boulevard is planned as a complete street with an elevated pedestrian walkway and cycletrack.

5.5 Public Transit Improvements

5.5.1 PUBLIC TRANSIT FRAMEWORK

The Public Transit Framework for the Plan Area is presented in Figure 5-16. The goal of the transit framework is to connect the Plan Area to local and regional transit service directly and provide a comfortable, efficient, and safe experience for transit users. Figure 5-16 illustrates the existing transit networks and proposed public transit improvements in the Plan Area, described in more detail below.

The Plan Area is served by several transit services, including Santa Clara Valley Transportation Authority (VTA) buses and light rail, and Bay Area Rapid Transit (BART) commuter rail. The city has a shuttle program known as Simple Mobile Access to Reliable Transit (SMART) that provides on-demand rideshare service from various pick-up/drop-off locations and provides first-mile/last-mile connections with the Milpitas BART Station and VTA's bus and light rail stations.

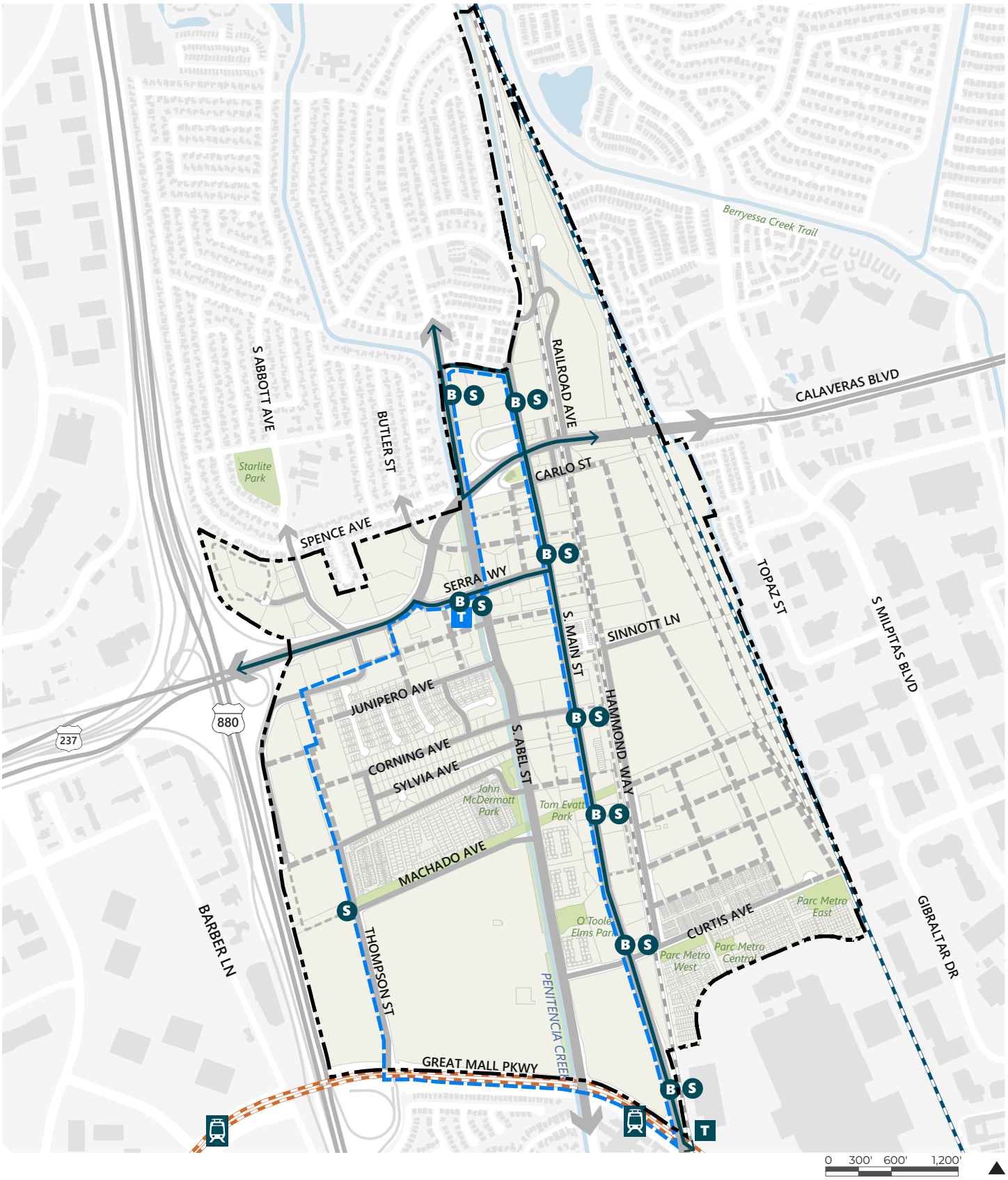
1. The Specific Plan proposes a shuttle loop along Main Street, Weller Lane, Abel Street, Thompson Street, and Great Mall Parkway to connect the Plan Area with existing transit that may be coordinated with the SMART program and can build upon existing bus stop facilities, as well as serve underserved locations in the Plan Area, including at:
    a. Existing bus stops on South Main Street at Curtis Avenue.
    b. Existing bus stops on South Main Street south of Tom Evatt Park.
    c. Existing bus stops on South Main Street at Corning Avenue.
    d. Existing bus stops on South Main Street at Serra Way.
    e. Existing bus stops on North Main Street at the Milpitas Library.
    f. Existing bus stops on North Abel Street at Weller Lane.
    g. Existing bus stops on Serra Way between Calaveras Boulevard and South Abel Street.
    h. At the intersection of South Abbott Avenue and the extension of Thompson Street north.
    i. At the intersection of Thompson Street and Machado Avenue.

5.5.2 TRANSIT DESIGN STANDARDS

Transit amenities shall comply with the VTA Bus Stop and Facility Criteria and Standards and the following standards**:**

1. Provide bus stop amenities, including shelters, benches, lighting, and real-time bus displays at all existing bus stops and existing and new transit hubs within the Plan Area as shown in Figure 5-16.
2. Provide a shuttle service for the Plan Area that is coordinated with existing transit services.
3. Provide bus curb extensions at all existing bus stops along South Main Street. Bus curb extensions to be constructed to extend the full length of an existing VTA bus. Where bike lanes are provided, they shall be integrated into the bus curb extension design to provide a safe route for cyclists and safe boarding experience for bus riders.
4. Provide bus boarding islands at all existing bus stops along Serra Way. Bus boarding islands to be constructed to extend the full length of an existing VTA bus and include an ADA accessible route to the adjacent sidewalk. Bike lanes shall be routed behind all bus boarding islands.
5. Coordinate micro-mobility service area and docking stations with transit hub locations for first-mile/last-mile connections.
6. Maintain all transit-supportive infrastructure.

Figure 5-16 Public Transit Framework



5.6 Pedestrian Network

5.6.1 PEDESTRIAN FRAMEWORK

The Pedestrian Framework for the Plan Area is presented in Figure 5-17. Figure 5-17 illustrates the pedestrian intersection improvement priorities described further below.

SIGNAL AND INTERSECTION IMPROVEMENTS

Provide traffic signal and intersection crossing improvements that support safe pedestrian roadway crossings, prioritizing the existing signalized intersections and new signalized intersections shown in Figure 5-17. All new intersections created by the intersection of two future streets shall comply with the design standards listed in Section 5.6.2.

5.6.2 PEDESTRIAN DESIGN STANDARDS

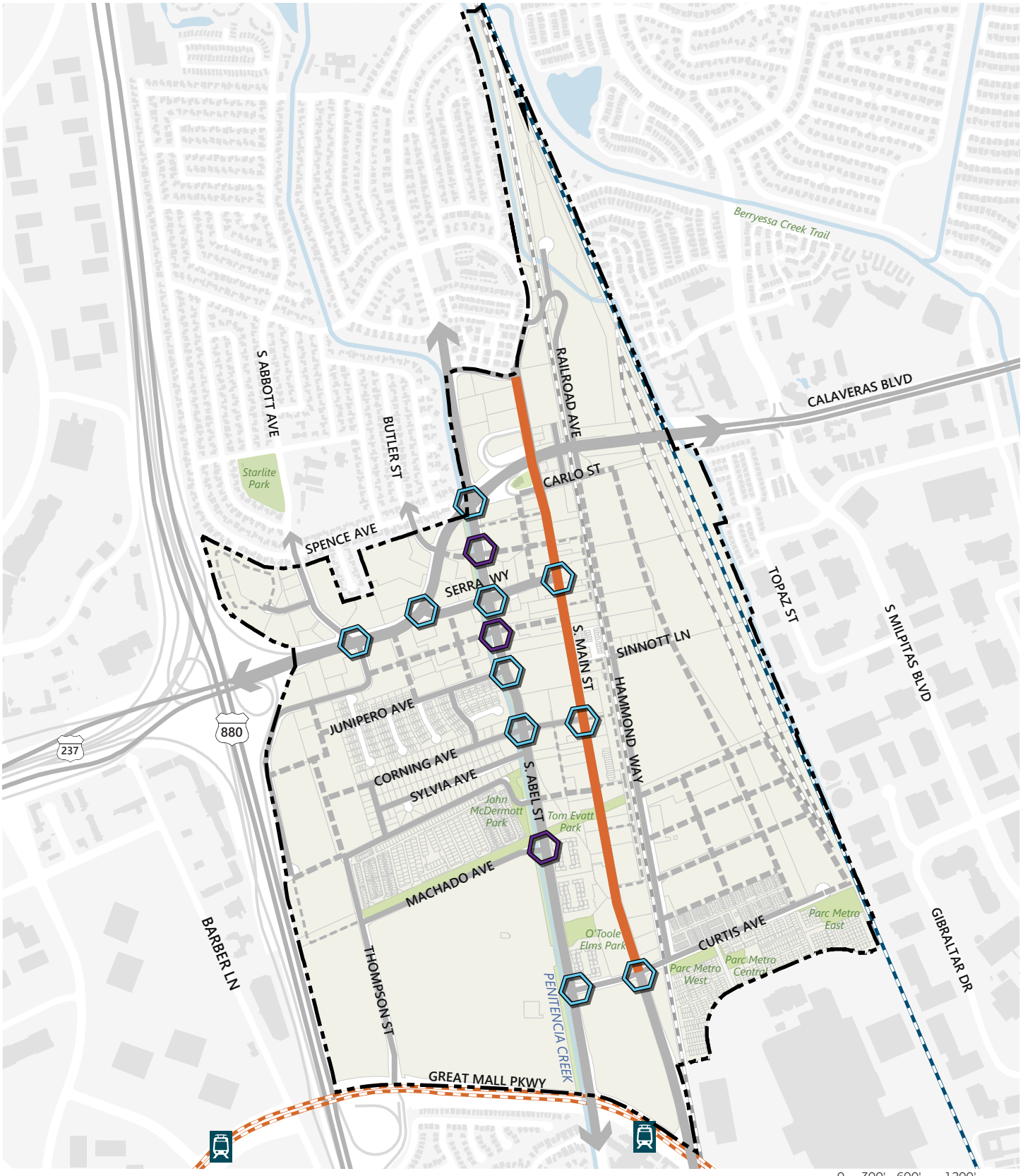
A goal of this Specific Plan is to provide a safe, direct and connected pedestrian network by improving existing pedestrian infrastructure and adding new pedestrian infrastructure where needed. Pedestrian infrastructure improvements shall comply with the following standards:

1. Install high-visibility crosswalks at all new and existing crosswalks within the Plan area. High-visibility crosswalks shall be a minimum of 10 feet wide.
2. Where pedestrian intersection improvements have been identified or a new intersection has been created by the intersection of future streets with S. Abel Street, intersection infrastructure shall include the following:
    a. A traffic study to determine if a new traffic signal is needed to safely support vehicle, bike, and pedestrian crossings.
    b. Curb extensions extending the full width of the parking lane (where applicable);
    c. High-visibility crosswalks a minimum of 10 feet wide; and
    d. Recessed stop bars located at least 8 feet in advance of the crosswalk.
3. Where mid-block crossings and new crossings do not meet the requirements for a new traffic signal, install on-demand signals for pedestrian crossings. Examples include rectangular rapid-flashing beacons (RRFBs) or pedestrian hybrid beacons (PHBs).

A rectangular rapid-flashing beacon (RRFB).

A planted curb extension at an intersection.

Figure 5-17 Pedestrian Framework



5.7 Bicycles and Micro-Mobility

5.7.1 BICYCLE AND MICRO-MOBILITY FRAMEWORK

The Bicycle and Micro-Mobility Framework for the Plan Area is presented in Figure 5-18. Figure 5-18 illustrates the proposed bicycle infrastructure improvements and proposed micro-mobility hubs, described further below.

CONNECTED BICYCLE NETWORK

Figure 5-18 illustrates the proposed bicycle infrastructure network that will work together to provide a continuous bicycle connection from local neighborhoods to the commercial and mixed-use zones within the Plan Area. Bicycle infrastructure improvements within the Plan Area are classified based on Caltrans' California Highway Design Manual. A brief description of each proposed bike infrastructure class is provided below.

Class I - Bike Path: Bike paths, also termed shared-use or multi-use paths, are paved right-of-way for exclusive use by bicyclists, pedestrians, and those using non-motorized modes of travel. They are physically separated from vehicular traffic and can be constructed in the roadway right-of-way or an exclusive right-of way.

Class II - Bike Lane: Bike lanes are defined by pavement striping and signage used to allocate a portion of a roadway for exclusive or preferential bicycle travel. Bike lanes are one-way facilities on either side of a roadway. Bike Lanes may be enhanced with treatments that improve safety and connectivity, such as additional warning or wayfinding signage.

Class IV - Separated Bikeway: Separated Bikeways are on-street bicycle facilities that include a vertical physical barrier between the bikeway and moving traffic, such as flexible bollards, a raised curb, on-street parking, or planter boxes. Separated bikeways may also be referred to as "cycle tracks," or "protected bike lanes."

MICRO-MOBILITY HUBS

Plan for shared-use micro-mobility infrastructure, supporting safe bike, scooter, or other forms of micro-mobility services. Provide strategically located micro-mobility hubs that provide a safe alternative transportation means within the Plan Area and beyond.

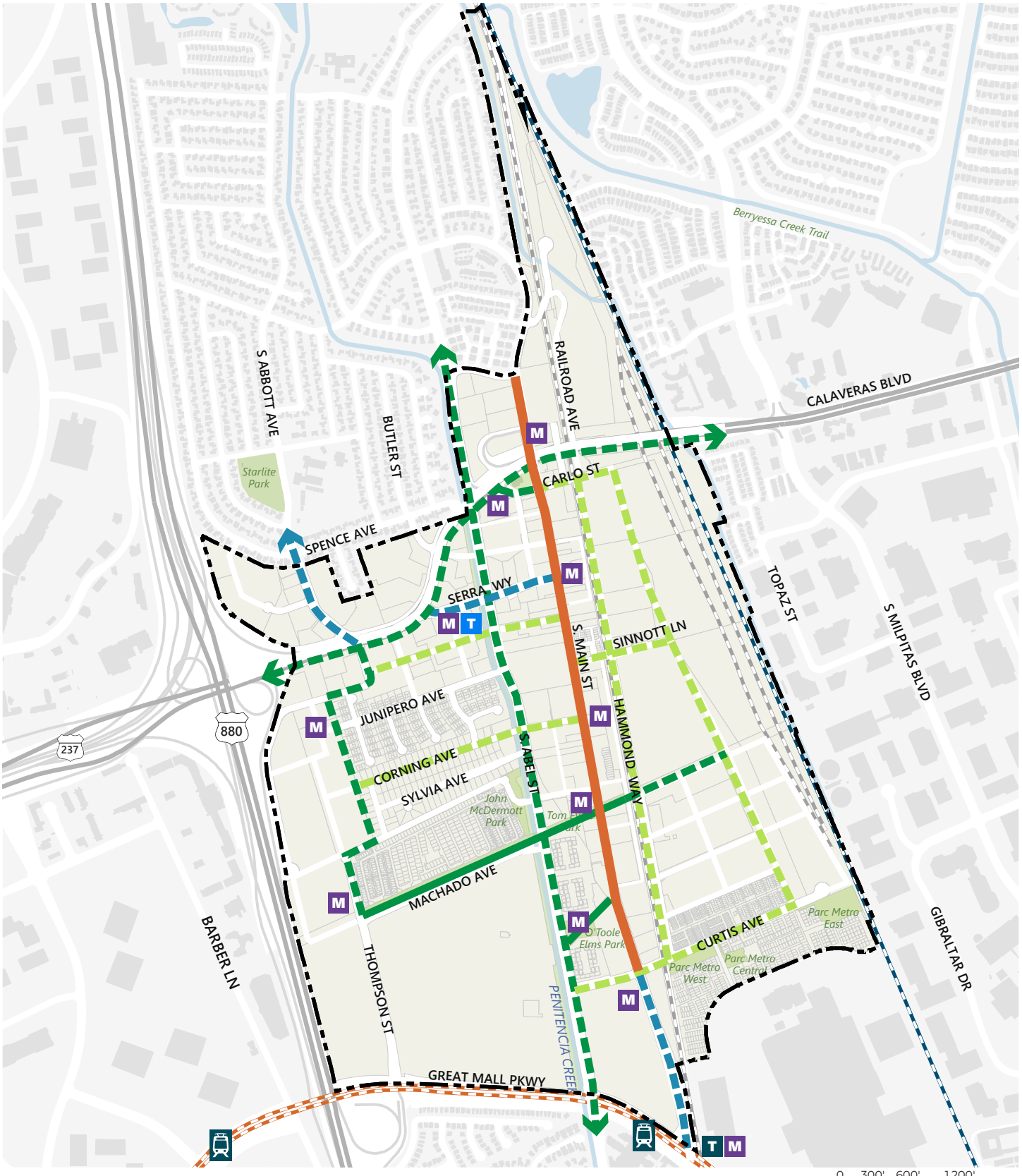
The Metropolitan Transportation Commission (MTC) has a Bay Area Regional Mobility Hub Implementation Playbook (April 2021) that provides guidance on what a mobility hub in the Bay Area should include. Based on MTC's definitions of hubs, these future micro-mobility hubs could be considered as Opportunity Hubs that could provide valuable first-mile/last-mile transportation services, including bicycle share, e-scooters, and transportation network companies (TNCs) pick-up/drop-off zones and provide transit shelters/waiting areas for nearby transit lines including VTA Routes 47 and 66, the latter of which is a frequent bus route.

1. Micro-mobility hubs are proposed at the following locations, as identified in Figure 5-18:
    a. Main Street / Serra Way.
    b. Main Street / Corning Avenue.
    c. Main Street / Machado Avenue.
    d. Main Street / Curtis Avenue.
    e. Main Street / Great Mall Parkway.
    f. N Abel Street / Calaveras Boulevard.
    g. N Abel Street / O'Toole Elms Park.
    h. Calaveras Boulevard / Serra Way.
    i. S Abbott Avenue / Junipero Avenue.
    j. Thompson Street / Machado Avenue.

A Class I Bike Path with an adjacent pedestrian walk zone.

An example of a Class II Bike Lane, delineated with green paint.

Figure 5-18 Bicycle and Micro-Mobility Framework



- Existing Class I Bike Path
- Proposed Class I Bike Path
- Proposed Class II Bike Lane
- Proposed Class IV Separated Bikeway
- Future Micro-Mobility Hub
- Future Transit Hub
- Existing Transit Hub
- Existing Light Rail Station
- Main Street Shared Street
- Parks and Open Space

5.7.2 BICYCLE DESIGN STANDARDS

A goal of this Specific Plan is to encourage the shift to bicycle and other micro-mobility modes by enhancing existing and adding new bicycle infrastructure, creating a comfortable, efficient, and safe experience for bicyclists. Bicycle infrastructure and related amenities shall comply with the following standards:

1. Where Class IV protected bike lanes are provided, bike lanes shall be constructed with a minimum width of 6 feet. Protection for Class IV bike lanes shall include a vertical element with reflective paint or tape within the bike lane buffer to make them more visible to drivers. Examples of permitted vertical protection elements include flexible delineators.
2. Provide bicycle parking including secure bicycle parking throughout the Plan Area to encourage bicycle riding as a form of transportation.

5.7.3 MICRO-MOBILITY DESIGN STANDARDS

The proposed micro-mobility hubs will provide first-mile/last-mile connections within the Specific Plan and between the focus areas and other districts. Micro-mobility hubs will be accommodated on new curb extensions, bus bulbs and at identified transit hubs. Micro-mobility hubs shall meet the following design standards:

1. Develop a Micro-mobility Hub Plan that identifies preferred micro-mobility providers and identifies spacing requirements for various services, including micro-mobility (e-scooters, bikeshare), short- and long-term bike parking, bike stations with end-of-trip facilities, carshare parking, pick-up/drop-off zones, and bus/shuttle stops.
2. Include amenities at all micro-mobility hubs including vending/retail space, street furniture, seating, pedestrian-scale lighting, green space, real-time travel information displays, maps, and wayfinding.
3. Provide wayfinding/signage that is comprehensive, consistent, clear, legible, and accessible to all and can create a sense of arrival, enhance the first-last mile travel experience, and provides direction with consistent wayfinding design.

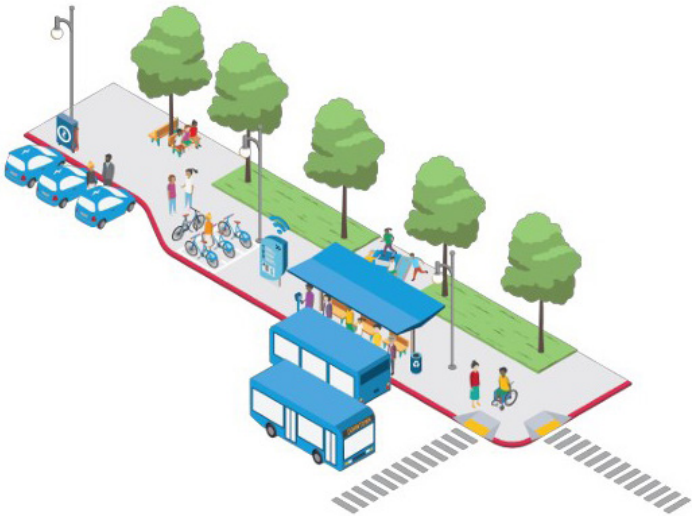


Diagram of a Micromobility Hub; Image Credit: MTC Mobility Hub Implementation Playbook.

An example of a Micromobility Hub.

5.8 Parking

5.8.1 DISTRICT-WIDE PARKING FRAMEWORK

The Milpitas Gateway-Main Street Specific Plan envisions providing enough parking spaces in centralized areas without encouraging or incentivizing vehicular travel or providing unused or underutilized parking spaces. A goal of this Specific Plan is to provide sufficient parking in the four focus area districts, while reducing the demand for additional parking and providing a system where people park once and access their destinations via walking, biking, or transit.

1. All development in the Plan Area shall conform to the parking standards listed in Section 3.7 and the parking ratios set forth in Table 3-9.
2. New public parking locations are proposed at the following locations, as identified in Figure 5-1, Mobility Framework:
    a. At the southeast corner of South Abbott Avenue and north of Junipero Avenue (within Serra Center).
    b. To the south of Serra Way between South Main Street and South Abel Street.
    c. To the south of Calaveras Boulevard between South Main Street and South Abel Street.
    d. To the east of South Main Street adjacent to the railroad tracks.

5.8.2 DISTRICT-WIDE PARKING STANDARDS

District-wide parking development shall comply with the following standards:

1. Encourage development that results in parking reductions and take advantage of the Specific Plan shared parking reductions addressed in Section 3.10.
2. Establish a parking district and parking management plan to serve the Specific Plan focus areas that addresses the following:
    a. Identifies a combination of structured, surface, and on-street public parking and/or shared parking facilities.
    b. Establishes an in-lieu fee program or improvement district for properties benefiting from the parking district to pay for additional public parking that accommodates private parking shortfalls.
    c. Identifies a strategy for short-term on-street parking space, including time limits, parking meters, and/or resident or parking zones.
    d. Establishes parking fees and fines.
3. Utilize on-street curb space efficiently by allowing for multiple time-of-day uses (e.g., loading/unloading in the mornings/evenings, parking during the day).
4. Require residential units in the Plan Area to unbundle parking costs from the cost to rent or buy the residential unit.
5. Encourage shared private parking across lots and developments, specifically in the Crossroads and Main Street Districts.
6. Requiring a Parking Plan to be developed in conjunction with future redevelopment of the Abbott District, Serra Center, Urban Reserve Areas, and other large development projects.

Flexible curb space for time of day use, including for loading/unloading and rideshare service is encouraged.

Shared district public parking is encouraged.

06

PUBLIC REALM

Overview

The Public Realm chapter addresses the network of parks, open space, and public spaces that provide a sense of place for the Plan Area. Quality public open spaces are an essential part of the urban fabric of higher-density urban neighborhoods where private outdoor spaces may be more limited. A variety of parks and shared public spaces are envisioned in the Plan Area, to serve as focal points to activate districts and neighborhoods and meet diverse community needs for recreation, social gathering spaces, and neighborhood connections. New parks and open space are envisioned to include neighborhood parks, urban parks, linear parks and paseos, as well as smaller privately owned pocket parks, plazas, and urban alleys/greenways.

The Plan Area public realm strategies are organized into the following sections:

- 6.1 Public Realm Framework.
- 6.2 Existing Park Facilities.
- 6.3 New Parks and Open Space.
- 6.4 Placemaking and District Branding.
- 6.5 Streetscape and Landscaping.

6.1 Public Realm Framework

Figure 6-1 illustrates the public realm framework for the Plan Area, which includes an interconnected parks, open space, and greenway network, as well as placemaking features such as gateways, public parks and plazas, streetscapes, and branding. These spaces and places will be designed with the goals of improving the health of the community by providing new connections, shade, landscaping, and open space; creating places for children to play and communities to come together, recreate, and celebrate; expanding the city's urban forest; supporting habitat, wildlife, and pollinators; and providing stormwater management.

6.2 Existing Park Facilities

The Plan Area currently includes the following public park facilities, together totaling 11.61 acres.

- **John McDermott Park,** a 0.94 acre Urban Park, includes 2 playgrounds, a restroom, and picnic tables.
- **Tom Evatt Park**, a 5.46 acre one-half mile linear park extends from Thompson Street, parallel to Machado Avenue, and continues west to S. Main Street, terminating at the railroad tracks, includes 2 half-court basketball and tennis courts, 2 bocce ball courts, 1 playground, picnic tables and a linear multi-use trail.
- **O'Toole Elms Park**, a 1.63 acre neighborhood park, includes 2 playgrounds, picnic tables, seating, and a pedestrian connection between S. Abel Street and S. Main Street.
- **Parc Metro East**, a 2.0 acre urban park located at the end of Curtis Avenue, serves the Parc Metro neighborhood. It contains two picnic areas, a playground, and restroom, and is surrounded by open lawn area and a pathway.
- **Parc Metro Central**, a small, 0.58 acre urban park that contains open lawn area and entry to the Parc Metro Clubhouse.
- **Parc Metro West**, a small 1.0 acre urban park at the intersection of Curtis Avenue and Commet Drive, east of Hammond Way, provides passive recreational opportunities that includes an open lawn and seating.

6.3 New Parks and Open Space

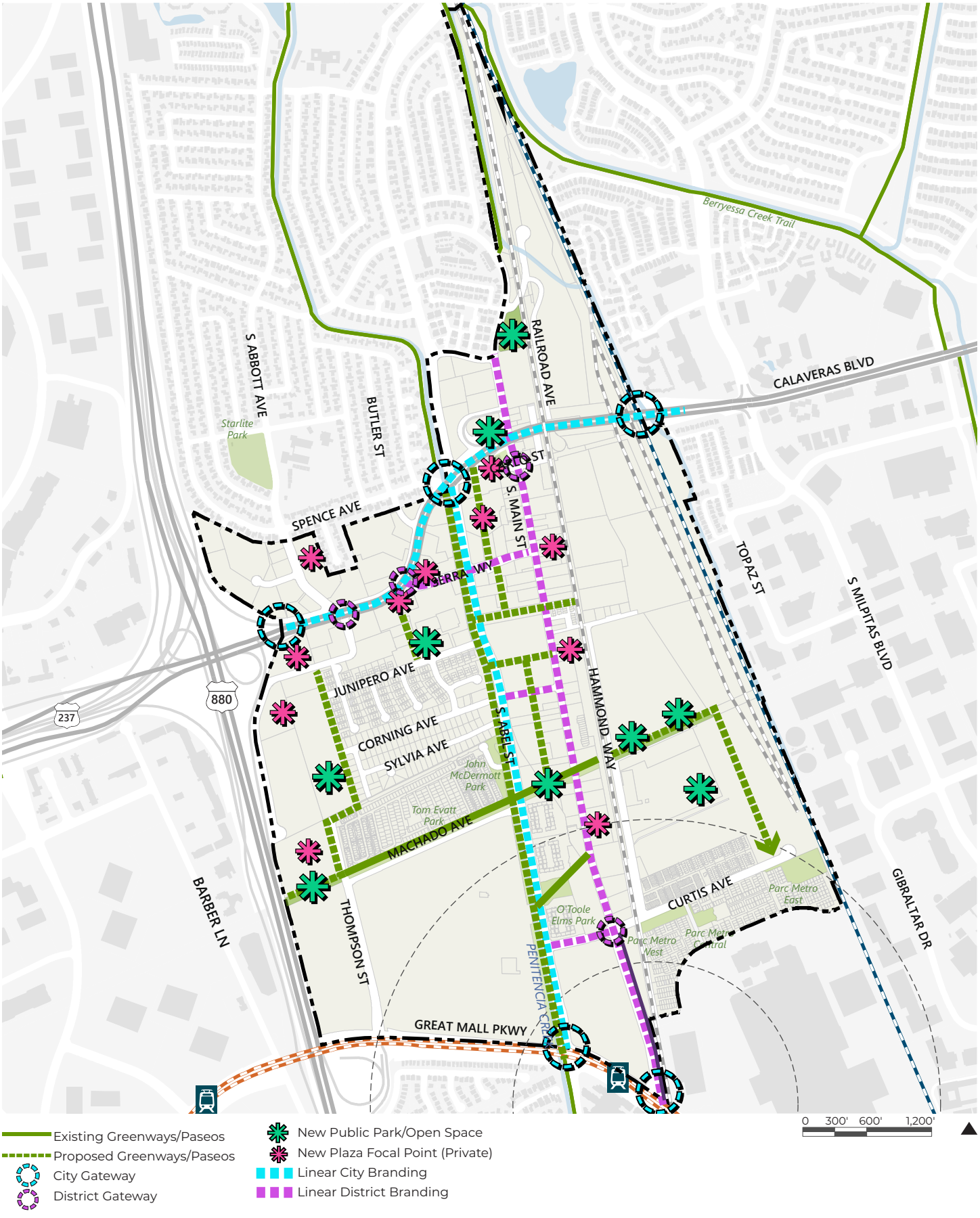
The City's General Plan establishes an overall goal of 3.5 acres of parkland per 1,000 residents in the Plan Area. To achieve this, the Specific Plan has identified new parks and open space to support build-out of the Plan Area as shown in Figure 6-2. Based on the projected population in the Plan Area (assuming 2.49 persons per household), a total of 24 acres of parks will be required. Requirements will be met through a combination of public parks and plazas, privately-owned open space (up to the total allowed by the Zoning Ordinance), and park in-lieu fees.

Another goal of the Specific Plan is to improve the recreational value of parks and open space serving the Plan Area in accordance with the City's Park and Recreation Master Plan Recreation Value System, while expanding the network of parks and open space in the community as new development and public improvements occur. The Recreational Value system is a points-based system for evaluating existing and proposed public parks on their capacity to provide the following amenities:

- Active Uses (e.g., sport court, pool, playground, skate park)
- Contemplative Uses (e.g., nature area, community garden, public art)
- Social Uses (e.g., amphitheater, picnic area, concession, plaza)
- Support Facilities (e.g., restroom, parking lot, power, wi-fi)
- Required Amenities (e.g., bike racks, drinking fountains, lighting, seating)

This system will ensure parks meet their maximum potential in providing residents and workers with flexible and usable space; a variety of experiences; and a comprehensive range of experiences.

Figure 6-1 Public Realm Framework



6.3.1 NEW PARKS AND PLAZAS

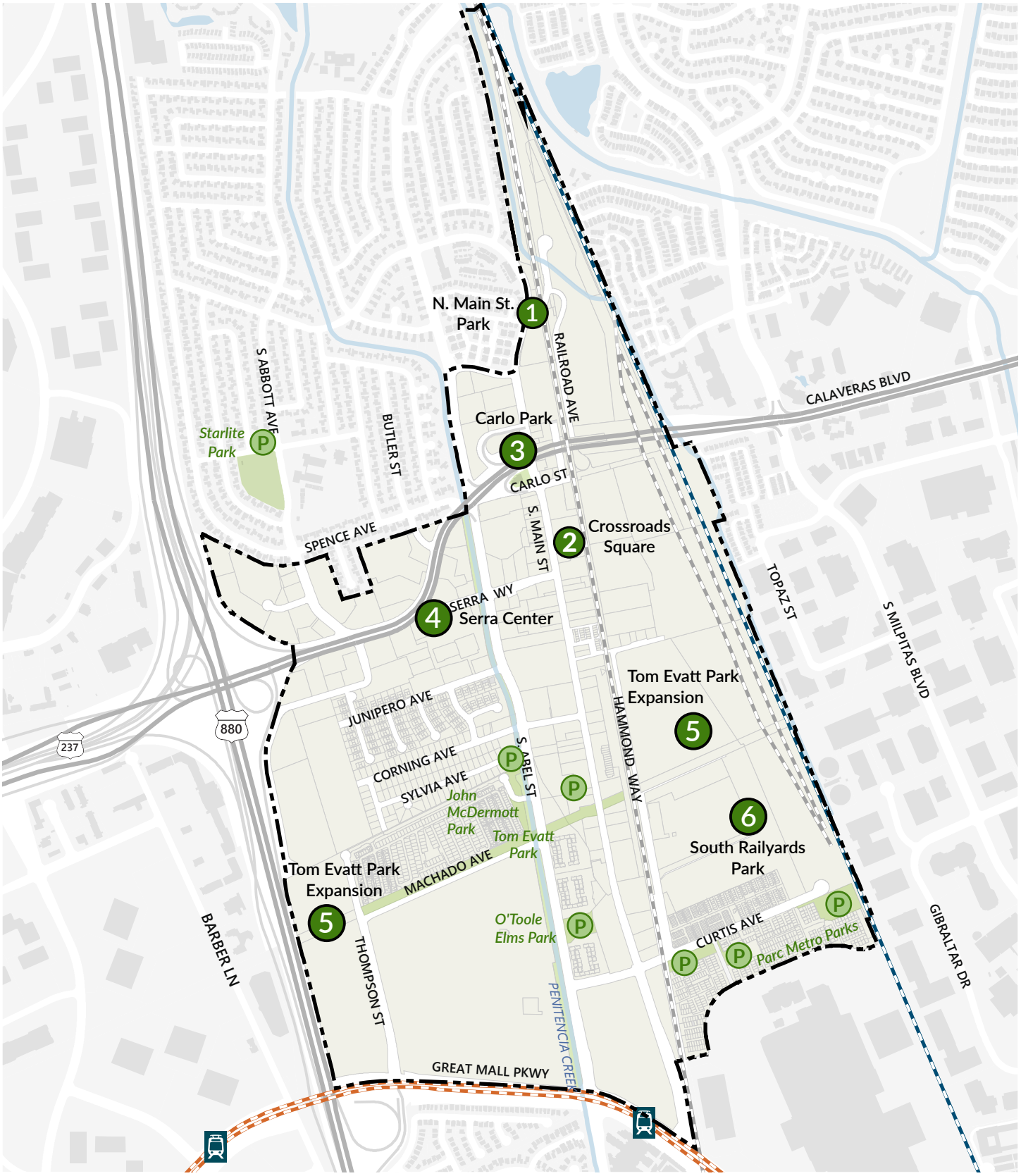
The Specific Plan identifies new parks and plazas to support existing and future development and serve as district focal points for activity. The following standards address the proposed parks and plazas within the Plan Area shown in Figure 6-2.

1. **N. Main St. Park -** Implement a new neighborhood park north of the Library with an anchor civic gathering space, such as an amphitheater or farmer's market pavilion, a community museum, and flexible program spaces to host activities and community events.
2. **Crossroads Square -** Anchor the historic crossroads at the end of Serra Way and Main Street with a new civic plaza or "Crossroads Square."
3. **Carlo Park -** Create Carlo Park, as a new urban plaza and mobility hub located along Carlo Street, west of Main Street, including:
   a. Conversion of unused City-owned right-of-way and vacant land.
   b. Preservation of existing trees to the extent possible with the future plaza design.
   c. Providing pedestrian amenities, such as seating, planters, and lighting.
4. **Serra Center -** Require the integration of new parks, plazas, and open spaces as part of the redevelopment of the Serra Center, including:
   a. Creation of a new neighborhood park to provide open space supporting future residents or a linear park to serve as a community activity hub within the Crossroads District.
   b. Recreational amenities serving the local neighborhood area, which may include:
      - Play spaces
      - Pedestrian seating
      - Pedestrian scale lighting
      - Wayfinding signage
      - Landscaping
      - Drinking fountains
      - Bicycle racks
5. **Tom Evatt Park -** Expand and activate Tom Evatt Park along the Hetch Hetchy right-of-way as a linear open space, including:
   a. New open space at the areas identified as the Tom Evatt Park West Expansion and Tom Evatt Park East Expansion.
   b. Community trail connections to neighborhoods east of S. Main Street and south of Curtis Avenue.
   c. Recreational amenities serving the local neighborhood area, such as:
      - Benches
      - Distinctive paving
      - Bicycle racks
      - Directional/wayfinding signage
   d. Coordinate all expanded Tom Evatt Park spaces and amenities with the requirements within the Hetch Hetchy right-of-way easement.
6. **South Railyards Park -** Integrate new urban parks, plazas, and open spaces in conjunction with future development of the South Railyards, north of the Parc Metro community that incorporates inspiration from the rail themed historic use of the site, including in the development of South Railyards Park and the Tom Evatt Park East Expansion identified in Figure 6-2.
7. **Activities -** Work with the City's Parks and Recreation Department to plan and program activities and events in parks, plazas, and public spaces throughout the community, including, but not limited to:
   a. Farmer's market
   b. Food truck and other food and drink events
   c. Dance and musical performances and concerts
   d. Cultural festivals and celebrations
   e. Carnivals and other family-friendly events

Tom Evatt Park is a linear park providing east-west pedestrian connection between Main Street and Abel Street.

Plan a new neighborhood park north of the Library that includes a community museum and space for civic or community activity, such as farmer's markets.

Figure 6-2 Parks & Open Space Plan



Note: Proposed parks and open space locations are shown for illustrative purposes only. Actual locations of a future park or open space is subject to change, however should generally be located within 1/8 of a mile of the location shown.

Anchor the terminus of Serra Way with a new town square , providing a flexible outdoor community space for music and informal uses.

Integrate a new urban or neighborhood park with future redevelopment of the Serra Center as a mixed-use district.

6.3.2 CREEKSIDE OPEN SPACE

Creek and drainage corridors are opportunities to support native landscape open space, riparian habitat, and continuous bike and pedestrian trail connections connecting the community.

1. Maintain and enhance pedestrian and bicycle access along Lower Penitencia Creek.
2. Naturalize the drainageways along Penitencia Creek by integrating native trees and plants that provide shade, stormwater management, habitat areas, and improve the views along the creek corridor.
3. Fill in gaps in the pedestrian trail system along Penitencia Creek as sites redevelop and public creek improvements are completed.
    a. All trail improvements shall be designed in partnership with Valley Water Authority.
    b. Creekside trails shall be a minimum of 12 feet wide, and include a minimum 8 foot paved trail and 2 foot decomposed granite shoulders on either side as described in Section 4.1.3(D).
    c. Use the landscaped area adjacent to the creek trail to support native landscaping and stormwater management.

6.3.3 UNDERPASSES AND OTHER INFRASTRUCTURE SPACES

Reclaim and activate space for public use at underpasses and other public infrastructure, by creating safe and inviting public spaces, and integrating lighting, public art, and activities.

1. Improve the Calaveras Boulevard overcrossing and underpass locations as public space and safe passageways, by:
   a. Activating the public walkways and spaces below the Calaveras Boulevard underpass with public art and safety lighting along the sidewalks.
   b. Highlighting distinct elements of the structure, such as columns, walkways, and roof surfaces, with lighting, artwork, or other creative features.
   c. Providing gateway and wayfinding identification from both ends of the underpass to demarcate district transitions or provide historic interpretation.
2. Study the feasibility of a bike and pedestrian access ramp from the Calaveras Bridge into Carlo Park as part of plans or future implementation of the Calaveras Boulevard widening project (see Section 5.3.4).
3. Reclaim and program unused right-of-way or underutilized land to provide usable public spaces, such as parklets or picnic spaces.
4. Proposed improvements to infrastructure spaces that may be located off-site can be counted toward meeting park and open space credits, subject to coordination with the city at the time of development review.

Activate the space below the Calaveras Boulevard underpass with public art, lighting, and recreational activity.

Study the feasibility for bike and pedestrian access down from the Calaveras Bridge into Carlo Park.

Convert unused city right-of-way into an urban parklet with a bike mobility hub and outdoor seating.

6.3.4 PRIVATELY-OWNED, PUBLIC OPEN SPACES

Encourage the development of privately-owned, publicly accessible open spaces (POPOS), such as plazas, courtyards, pedestrian alleys, and paseos to expand the outdoor experience in the community. POPOS should be designed as public spaces, and an extension of business activities, to help activate the Crossroads and Main Street districts and foster a sense of community.

1. Plazas and other types of POPOS may be credited against the requirement of dedication for park and recreation purposes if the following criteria are met:
    a. The space is open to the public during business hours to the public as guided by standards in Section 3.4.2 (Open Space Standards).
    b. Space is programed with seating, shade, lighting, and landscaping.
    c. Space shall be sized, at a minimum, to support places for seating or the future programmed use or activity.
    d. Also see the Milpitas Municipal Code Section XI-10-4.05 and XI-09.08.
2. Ground-level publicly accessible open space must be either lined by at least 25% of the building frontage or connected by an accessible path that is visually and physically connected to an internal building courtyard.
3. Locate plazas and ground-level or roof-level POPOS next to at least one street, paseo, or public park edge.
    a. For raised or rooftop open space, create visual connections to the surroundings and provide signage to identify the use, from the public right-of-way and/or building entry.
    b. Distinguish between pedestrian paths and activity spaces with textured or colored pavement or changes in materials.
4. Provide mobile seating options during the day to allow users the flexibility to move around to take advantage of sun or shade.
5. Integrate pedestrian-scaled lighting to support safe navigation and use of the space.
6. Program POPOS in commercial districts to integrate power, wi-fi capability, and features that support pop-up retail and outdoor activities, such as music that compliment and enhance the retail experience.
7. Design for stormwater treatment needs and demonstrate natural drainage designs through rain gardens, bioretention gardens, roof gardens, and other low impact development strategies.
8. All POPOS shall have signage with the name of the POPOS at the entrance(s) to the POPOS from the public right-of-way.

Cluster and design buildings to provides plazas and open space as focal points for activity and gathering.

Plan for parklets to support outdoor dining for restaurants and businesses along Main Street and Serra Way.

6.4 Placemaking and District Branding

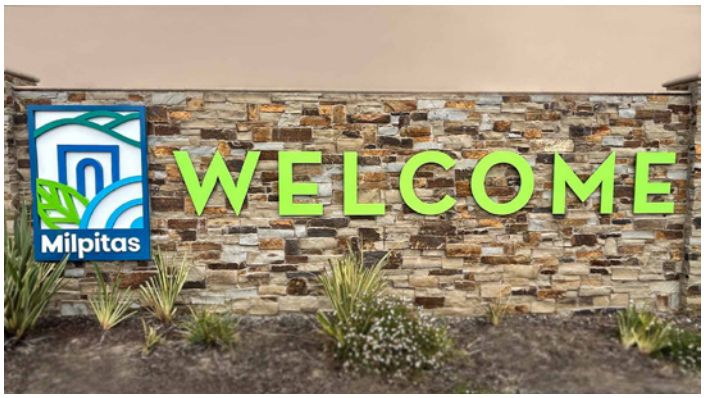
The placemaking and branding concepts described in this section are intended to create a recognizable identity and sense of place for the Plan Area while enhancing it's character and livability.

6.4.1 GATEWAYS, WAYFINDING, AND PUBLIC SIGNAGE

COMMUNITY AND DISTRICT GATEWAYS

City gateways and district gateways, consisting of public art, signage, and landscaping, are proposed at the primary entrances and nodes into the Gateway-Main Street community as shown in Figure 6-1, Public Realm Framework.

1. Provide city gateways along Calaveras Boulevard and Great Mall Parkway, as identified in Figure 6-1, to provide a sense of arrival into the Gateway-Main Street area as identified in the City's General Plan Goal CD-8.
    a. Use a community branded landscape monument sign, vertical landscape marker, and/or public art, to demark community gateway entries.
    b. Anchor community gateways with landscaping that is layered with accent trees and low-maintenance shrubs, ground covers, and flowers.
    c. Anchor gateway intersections with landmark buildings that incorporate distinctive architectural character and activate the area. Orient landmark buildings to face and frame the corners of intersections.
2. Provide district gateways to distinguish the entries into the Crossroads, Main Street, Library, and Abbott, Districts.
    a. Develop branded district gateway elements as a community signage family to be implemented in coordination with future wayfinding and streetscape improvement projects.
    b. Distinguish each district with a unique branded logo design that may be integrated into a landscaped entry sign or marker and banners.
3. Reinforce city and district gateways with linear streetscape branding elements, such as street trees, street lights with banners, and street furnishings as described in Section 6.5.1.
    a. Provide distinct colored paving or textured intersection treatments at gateways and special places, such as plazas.
    b. Integrate public art, consistent with the guidance in Section 6.4.2.
4. Identity major neighborhood areas, including the Parc Metro, North Abbott, and North Abel Street neighborhoods, with neighborhood gateway signs designed to reflect the character of each neighborhood.



City branded community gateway sign.

Example of a district identification sign.

WAYFINDING AND PUBLIC SIGNAGE

Wayfinding and public signage shall be designed as a comprehensive system to help visitors and the community effectively find and navigate the districts and destinations in the Plan Area. An effective public signage system presents wayfinding information in a clear and logical sequence to help prepare and guide motorists to their intended destinations. Public signs to aid travelers into the Plan Area include:

1. **Directory Signs** with directional arrows, indicating the direction to districts or key community destinations. These signs shall be designed to support motorists traveling at the speed limit.
2. **Pedestrian Directory Signs** that provide area maps and detailed information regarding area points of interests and public connections. These signs are designed for viewing at the pedestrian scale and may be freestanding structures or incorporated into existing streetscape elements.
3. **Parking Lot Identification Signs** that can be viewed from public streets to identify the entries of public parking facilities and include the international "P" symbol.
4. Develop a common branding identity for public signs in the Plan Area.
    a. Use a unified material and color palette that is designed to match or complement the existing street furnishings along Main Street.
    b. Utilize the city's community branded logos and graphics at City and district gateways.
    c. Ensure public signs conform with regulations set forth by the State and other regulating authorities and use international symbols.
5. Wayfinding and public signage should be clear, concise, and easy to read and located at clearly visible decision points for vehicles, bicyclists, or pedestrians as appropriate.
6. Use wayfinding signage to provide direction to areas of interest, including freeway and public parking locations, shopping and employment districts, park and civic uses, community trails, and other points of interest.
7. Celebrate and interpret the history of Main Street within the Plan Area.
    a. Develop a Historic Marker program and integrate historic markers on or adjacent to structures of historic significance.
    b. Include a map or directory of historic points of interest at the N. Main Street Park or Carlo Park.
    c. Place historic markers at locally historic resources within the city's Historic Resources Inventory.
    d. Use public art and displays to highlight Main Street's history and evolution, and interpret and provide public education about the rich history, stories, and cultures of the people who settled in the area.
    e. Engage the Milpitas Historical Society and tribal administrations with potential cultural resources in the area in the development of interpretative displays.

Use public art and displays in community open spaces to highlight the city's diverse history and cultures.

Use historic markers to identify historic resources and sites along Main Street.

6.4.2 PUBLIC ART AND MURALS

Public art provides opportunities to support artists while enhancing the community's unique character and identity. A variety of art mediums, including sculpture, painting and murals, sidewalk art, mosaics, and streetscape and branding improvements provide avenues to enliven the public and private spaces within the Plan Area.

1. Use and promote public art to help define the identity of the Plan Area.
    a. Integrate public art into community and district gateway entries and the wayfinding and public signage design.
    b. Provide public art to enrich the commercial streetscape environment with unique building architecture, storefronts, and signage; and in the design of public or private plazas, common open space, landscaping, and street furnishings.
    c. Use public art to enliven open space connections in the community, including urban or linear parks, paseos, trails, and pedestrian alleys.
    d. Use public arts as landmarks to frame the terminus of public right-of-ways or view corridors or as repeated elements providing visual continuity along a paseo.
    e. Consider opportunities to integrate feature lighting into the design of public art so that the art can enliven the public realm in the evening and night.
2. Choose materials that will sustain long-term outdoor exposure and have community longevity.
3. Locate public art so as not to create conflict with vehicular, bicycle, or pedestrian travel modes.
4. Use the City's Mural Program to implement murals within the Plan Area that convey themes related to the area's cultural and commercial history and sense of place, including as a historic and regional crossroads.
5. Integrate functional public art, such as unique bicycle racks or seating installations, to help activate the public realm along Main Street and Serra Way.
6. Integrate permanent and temporary public art into common area spaces of commercial and residential development projects.
7. Work with the existing Public Art Program and Mural Program to support the review, implementation, installation, and maintenance of public art pieces, consistent with the guidelines of the City's Public Art Master Plan. The Program is encouraged to engage local businesses, tribes, and the community in the selection and dedication of public art installations.

Public art sculptures on display in front of the public library, an adaptive reuse of the historic Miller Grammar High School.

Window graphics are encouraged as a form of public art to provide identity to businesses and add interest to commercial shopfronts.

Public art integrated with a watershed friendly landscaping demonstration garden enliven this Main Street landscape.

6.5 Streetscape and Landscaping

6.5.1 STREET LIGHTS AND BANNERS

Street lighting contributes to the pedestrian character, placemaking, and perception of safety by facilitating the safe movement of traffic, and lighting paths and public spaces to support bicycle and pedestrian uses. Street lights, combined with branding and signage features, will reinforce the character and identity of districts within the Plan Area.

LIGHTING SELECTION AND DESIGN

1. A coordinated palette, or "family" of light fixtures for street and pedestrian lighting shall be selected to create a cohesive streetscape theme for each district in the following areas, consistent with the Figure 6-4:
   a. Along the length of Calaveras Boulevard.
   b. Along the length of Abel Street.
   c. Along the length of Main Street and in the Crossroads and Main Street Districts.
   d. Within the Gateway District.
   e. Within the Abbott District.
2. The following criteria apply:
   a. The family of fixtures should be selected as part of the streetscape planning process.
   b. The family of fixtures shall contribute to the branding of the district, and shall be compatible with the streetscape palette as discussed in Section 6.5.2.
   c. All lighting within the district shall be a consistent color and design, and have a powder cast finish.
   d. Any branding, name plates, or plaques, shall be integrated into the design of the fixture.
   e. Light fixtures shall minimize light spill over with full cut-off luminaries.
3. LED lights, smart light fixtures, timers, and dimmers, shall be used where possible in streetscape and open space projects to dim or turn off lighting when not in use, to conserve energy, and reduce night time light pollution. LED lights produce a white and more even spread of light that enhances visibility and color rendering, appropriate for retail streets, including Serra Way and Main Street where high-quality lighting is desired.

Pedestrian-scaled street lights and banners should be used to activate Main Street.

Special accent lights, such as string lights, can be integrated into small public spaces and paseos within the Entertainment District to provide evening ambiance.

LOCATION AND APPLICATION

1. Provide consistently spaced pedestrian-scale lighting, in combination with taller roadway lights where needed, to illuminate areas of high pedestrian activity (identify roads, connections, open spaces, etc) as well as key street intersections, mid- block crossings, and transit stops.
2. Street lights should be integrated with district branding elements and signage, such as banners and directional signs, to identify the Specific Plan districts, including the Gateway, Crossroads, Main Street, Abbott, and Library Districts. The following criteria apply:
   a. Street lighting may utilize either single or double head fixture, with optional banners.
   b. Clamp-on brackets for banners and/or hanging brackets, should be considered in conjunction with the streetscape program.
3. Lighting art should be used in the landscape, streetscape, city and district gateway features, or design of buildings fronting Calaveras Boulevard to help emphasize the entrance into Milpitas and the Crossroads District.
4. Bollards with integrated lighting may be used to separate and illuminate the boundaries and pathways of plazas, alleys, and paseos.
5. Decorative lighting or string lights are encouraged as overhead elements integrated into public and private outdoor dining areas, plazas, paseos, and other public spaces along Serra Way, Main Street, and other commercial districts or nodes.

Lighting art that serves as a sense of arrival into a downtown district.

6.5.2 STREET FURNISHINGS

Street furnishings include benches and seating areas, bicycle racks, bollards, trash receptacles, and parking meters. Well-designed street furnishings that are thoughtfully located are key components of a complete street, adding comfort to the pedestrian and bicycling experience. Street furnishings should be organized to maximize safety, comfort, and functionality for all users, and coordinated in appearance with other streetscape elements in order to achieve a cohesive district identity.

DESIGN SELECTION AND FINISHES

1. A streetscape program should be developed to support the consistent implementation of streetscape improvements for each of the following districts:
   a. The length of Main Street.
   b. The Crossroads District.
   c. The Gateway District.
   d. The Abbott District.
2. When selecting street furniture for each of the above areas, such as benches, trash receptacles, and bicycle racks, a “family” or “kit of parts” approach should be utilized to promote a consistent design theme, character, and finish.
   a. A family of furnishings should be selected as part of the streetscape planning process.
   b. The family of furnishings should contribute to the branding of the district. Any branding, name plates, or plaques, shall be integrate into the design of the furniture element.
   c. As part of the selection process, sustainability benefits, such as the integration of smart lighting, should be considered wherever possible.
3. Furnishings shall be a consistent color and design, with a powder cast finish.
4. The streetscape palette currently used along North Main Street may be continued into South Main Street, or a compatible palette may be selected based on fixture availability and sustainability features.
5. Bus shelters, transit stops, and mobility hubs shall be designed to protect users from the weather and should integrate pedestrian convenience amenities, such as trash receptacles, lighting, and transit schedule information.

LOCATION AND SPACING

1. Seating and benches shall be clustered with other street furnishings, such as lighting and trash receptacles, where space allows.
    a. Benches and seating areas shall be spaced no greater than 300 feet apart to provide convenient resting places along the sidewalk.
    b. Trash receptacles shall be provided at regular intervals along the public sidewalk, to serve nearby businesses, and bus stops. A minimum of 18 inches clear shall be provided around trash receptacles.
2. Street furnishing shall be located so not to impede pedestrian and bicycle traffic flow, including any required American with Disabilities Act requirements.
3. Bicycle racks shall be strategically located within and adjacent to transit stops, commercial areas, public facilities, and parking areas, to encourage bicycle ridership and provide an attractive alternative to locking bicycles to trees and light poles. Additionally, the following standards apply:
    a. Bicycle racks should be clustered with micro-mobility parking, where available.
    b. Bicycle racks and micro-mobility parking areas should be places in lighted areas, shall not obstruct pedestrian or vehicular traffic flow, and should be located where riders can safely and easily dismount and walk to building entries.
4. Bollards may be located where restriction to vehicular movement is desired or to prevent traffic from encroaching on high pedestrian activity areas. Bollards should not exceed 4 feet in height.

Decorative black metal street furnishings are used along North Main Street.

Provide bike racks in the planting/furnishing zone, accessible to bicycle riders.

Design bus shelters to coordinate with future streetscape improvements along Main Street.

6.5.3 STREET LANDSCAPING

The selection of landscape materials in the Plan Area shall be well-suited to the local Bay Area climate and selected for their drought-tolerance, durability, flower or foliage texture and color, and ease of maintenance. Additionally, street landscaping along designated Green Streets shall accommodate green stormwater infrastructure, to the extent feasible.

GREEN STREETS

1. The following streets are identified as potential Green Streets:
    a. South Main Street in the Crossroads and Main Street Districts (within the amenity and flex zones).
    b. Serra Way (within the amenity zone).
    c. South Abel Street (within the amenity zone).
    d. South Abbott Avenue (within the amenity zone and parking area curb extensions).
    e. Future Mixed-Use Streets (within the amenity and flex zones).
    f. Future Residential Streets (within the flex zones/ parking area curb extensions).
    g. Future Business Park/Industrial Streets in the Abbott District.
    h. Future Alleys (within the amenity zone).
    i. Future Paseo (within the amenity zone).
2. All Green Streets shall incorporate green stormwater infrastructure, such as bioswales, stormwater tree wells, and/or pervious pavement in the right-of-way.
3. All landscaping included in Green Streets shall follow Bay-Friendly Landscaping guidelines and serve the dual purpose of treating and slowing stormwater run-off and providing shade and greening along the street.

STREET TREES AND TREE SELECTION

1. Street trees from Appendix B of the City's Urban Forest Management Plan, summarized in Table 6-1, are recommended for new plantings within the Plan Area. However, refer to the latest edition of the City's Urban Forest Management Plan.
2. Use of trees not listed in the Urban Forest Management Plan shall be coordinated with the city during the development review process.
3. Existing, healthy, mature trees shall be maintained wherever possible, and incorporated within the design of corridor and site improvements.
4. Trees planted along commercial sidewalks and in urban paseos and plazas are encouraged to use tree wells that can expand the usable sidewalk surface area.

TABLE 6-1: RECOMMENDED STREET TREES

LARGE (COMMON NAME | BOTANICAL NAME)	
Autumn Blaze Maple	*Acer x freemanii*
Queen Palm	*Arecastrum romanzoffianum*
Western Catalpa	*Catalpa speciosa*
Deodar Cedar	*Cedrus deodara*
European Hackberry	*Celtis australis*
Common Hackberry	*Celtis occidentalis*
Chinese Hackberry	*Celtis sinensis*
Red Gum	*Eucalyptus camaldulensis*
Microtheca Eucalyptus	*Eucalyptus microtheca*
Peppermint Eucalyptus	*Eucalyptus nicholii*
Desert Gum	*Eucalyptus rudis*
Maidenhair Tree	*Ginkgo biloba*
Silk Oak	*Grevillea robusta*
Jacaranda	*Jacaranda acutifolia*
Tulip Tree	*Liriodendron tulipifera*
Southern Magnolia	*Magnolia grandiflora*
Canary Island Pine	*Pinus canariensis*
Victorian Box	*Pittosporum undulatum*
London Plane Tree	*Platanus acerifolia*
Coast Live Oak	*Quercus agrifolia*
Scarlet Oak	*Quercus coccinea*
Forest Green Oak	*Quercus frainetto 'Schmidt'*
Valley Oak	*Quercus lobata*
Red Oak	*Quercus rubra*
Cork Oak	*Quercus suber*
Southern Live Oak	*Quercus virginiana*
Chinese Tallow	*Sapium sebiferum*
Silver Linden	*Tilia tomentosa 'Sterling'*
Brisbane Box	*Tristania conferta*
Chinese Elm	*Ulmus parvifolia*
California Fan Palm	*Washingtonia filifera*
Mexican Palm	*Washingtonia robusta*

TABLE 6-1: RECOMMENDED STREET TREES	
MEDIUM (COMMON NAME | BOTANICAL NAME)	
Blackwood Acacia	*Acacia melanoxylon*
Red Maple	*Acer rubrum*
Silk Tree	*Albizia julibrissin*
Bronze Loquat	*Eriobotrya deflexa*
Autumn Purple Ash	*Fraxinus americana*
Australian Willow	*Geijera parviflora*
Chinese Flame Tree	*Koelreuteria bipinnata*
Goldenrain Tree	*Koelreuteria paniculata*
Mayten Tree	*Maytenus boaria*
Flaxleaf Paperbark	*Melaleuca linariifolia*
Chinese Pistache	*Pistachia chinensis*
Fem Pine	*Podocarpus gracilior*
Cherry Plum	*Prunus cerasifera*
Omamental Pear	*Pyrus calleryana*
Holly Oak	*Quercus ilex*
African Sumac	*Rhus lances*
Briazilian Pepper	*Schinus terebinthifolius*
Water Gum	*Tristania laurina*
Frontier Elm	*Ulmus 'frontier'*
Emerald Sunshine Elm	*Ulmus propinqua*
SMALL (COMMON NAME | BOTANICAL NAME)	
Bailey Acacia	*Acacia baileyana*
Red Horsechestnut	*Aesculis carnea*
Strawberry Tree	*Arbutus undo*
Weeping Bottlebrush	*Callistemon viminalis*
European Hombeam	*Carpinus betulus*
Eastern Redbud	*Cercis canadensis*
Western Redbud	*Cercis occidentalis*
Chinese Fringe Tree	*Chionanthus retusus*
Washington Thom	*Crataegus phaenopyrum*
Crape Myrtle	*Lagerstroemia indica*
Sweet Bay	*Laurus noblis 'Saratoga'*
Carolina Laurel Cherry	*Prunus caroliniana*
City Sprite Zelkova	*Zelkova serrata 'City Sprite'*
New Zealand Christmas Tree	*Metrosideros excelsus*

Goldenrain Tree - Koelreuteria paniculata

Chinese Pistache - Pistachia chinensis

PLANTING SELECTION

1. California native and Mediterranean plants that are adapted to the Bay Area climate are recommended as guided by the Bay Friendly Landscape Plant Lists or East Bay Municipal Utility District's Plants and Landscapes for Summer-Dry Climates of the San Francisco Bay Region, as summarized in Table 6-2.
    a. Native and drought-tolerant, water conserving plant species are strongly recommended.
    b. Plant lists for new development shall be coordinated with the city during the development review process.

ADDITIONAL GUIDANCE

1. For additional guidance related to tree selection, plant materials, and landscaping, see the Milpitas Residential and Mixed-Use Objective Design Standards.

Fescue bunch grass - Festuca

Coast Rosemary - Rosmarinus officinali

TABLE 6-2: RECOMMENDED PLANT PALETTE

PERENNIALS (COMMON NAME | BOTANICAL NAME)	
Alstroemeria (Peruvian Lily)	*Alstroemeria spp*
California Fuchsia	*Epilobium canum*
Coyote Mint	*Monardella villosa*
Hummingbird Sage	*Salvia spathacea*
Lavender	*Lavandula spp*
New Zealand Flax	*Phormium tenax*
Pineapple Sage	*Salvia elegans*
Penstemon	*Penstemon*
Globe mallow	*Sphaeralcea*
Thyme	*Thymus*
Fescue bunch grass	*Festuca*
SHRUBS (COMMON NAME | BOTANICAL NAME)	
California sagebrush	*Artemisia californica*
Rockrose	*Cistus*
Flannel bush	*Fremontodendron*
Tree mallow	*Lavatera*
Rosemary	*Rosmarinus officinali*
Coast rosemary	*Westringia fruticosa*
Manzanita	*Arctostaphylos*
Butterfly bush	*Buddleja davidii*
GROUNDCOVERS (COMMON NAME | BOTANICAL NAME)	
Myoporum	*Myoporum parvifolium*
Thyme	*Thymus*
Trailing mallow	*Malvastrum*

6.5.4 HARDSCAPE MATERIAL PALETTE

1. High-quality hardscape and paving materials shall be used within the Plan Area's public and semi-public spaces, to demarcate activity spaces and places of interest, including:
   a. Plazas and courtyards.
   b. Paseos and mid-block pedestrian crossings.
   c. Corner locations along Main Street, Serra Way, and at Serra Center (Priority Retail Corners).
   d. Sidewalks along branded gateways and streets as identified in Figure 6-4.
2. The City's existing or standard sidewalk design shall be used. Paving accents may be used if consistent with the established style of adjacent improvements, unless new improvements are planned.
3. Refer to Table 6-3 for a list of acceptable hardscape materials. Additionally, the following standards apply:
   a. A limited hardscape palette should be used in public and semi-public spaces to help minimize visual clutter and promote a cohesive identity, drawing from local or planned streetscape improvements where applicable.
   b. Where new materials are being installed adjacent to existing street improvements, new materials shall be selected to be similar in style and character to existing hardscape materials to provide consistency in the district.

TABLE 6-3: RECOMMENDED HARDSCAPE MATERIALS
Brick
Natural Stone
Integrated Color Concrete
Stabilized Crushed Stone
Wood (accent only)
Turf Block
Slate
Brick or Concrete Unit Pavers
Composite Materials, such as Hardiplank
Stabilized Gravel
Permeable Pavers or Pavement
Pervious Concrete
Stainless Steel, Powder Coated Metal, Corten Steel (accent only)
Decomposed Granite

Example of a natural stone path

Brick used as accent hardscape material

This page intentionally left blank

07

INFRASTRUCTURE & PUBLIC SERVICES

Overview

The implementation of the Midtown Specific Plan saw collaborative efforts between the City and private developers to create new infrastructure elements, encompassing streets, streetscapes, and utilities. Despite the completion of certain aspects outlined in that plan since its adoption in 2002 and update in 2010, the Gateway-Main Street Specific Plan is recognized as an area with underutilized parcels that are prime for development and redevelopment.

This chapter outlines the infrastructure to support public services within the Plan Area. It sets forth policies and improvement projects for enhancing and expanding public facilities, including vital utility systems like stormwater drainage, sewer, and water.

Other chapters of the Specific Plan delve into specific aspects of infrastructure development. Chapter 5 addresses streets and mobility infrastructure improvements, while Chapters 6 focuses on the policies and development standards related to parks, open space, and public realm improvements.

The infrastructure and public services addressed in this chapter include:

- 7.1 Storm Drainage
- 7.2 Flooding
- 7.3 Water Supply and Distribution System
- 7.4 Sewer
- 7.5 Solid Waste
- 7.6 Energy and Technology
- 7.7 Fire Protection and Emergency Response
- 7.8 Police Services
- 7.9 Schools
- 7.10 Libraries
- 7.11 Child Care

7.1 Storm Drainage

7.1.1 CONTEXT

STORM DRAIN MASTER PLAN ANALYSIS

The City of Milpitas Storm Drain Master Plan, prepared in 2021, reports background information and analysis relevant to the Plan Area. Within the document, on page ES-4, the following statement is included:

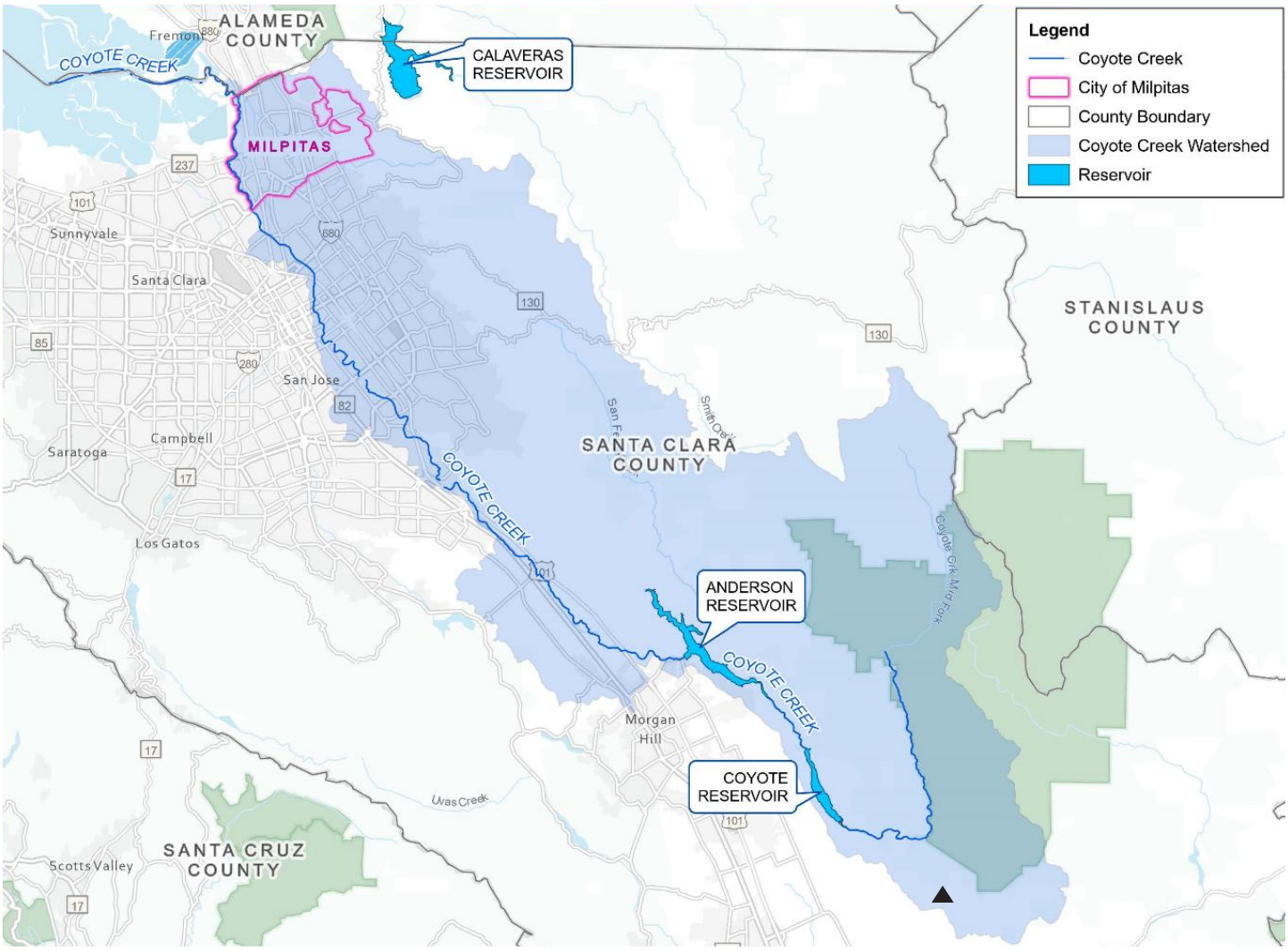
> *This updated master plan and corresponding CIP differs from previous master plans due to the ICM (Integrated Catchment Modeling) model, which integrates updated rainfall and a different hydrologic methodology as described herein. Additionally, the model accounts for surface storage within streets and other open spaces and the precise timing of coincident creek discharges, which was not directly accounted for in previous master plans. These updates generally result in less flooding at the desired level of service and fewer CIP projects to meet the City's storm drainage criteria. Figure ES-2 depicts the CIP from the 2013 Master Plan for reference.*

Stormwater runoff in Milpitas is channeled through a network of gutters, underground pipes, and open channels. These channels direct the run-off to Coyote Creek, which ultimately empties into San Francisco Bay. The drainage pattern in Milpitas typically flow from the southeast to the northwest. In lower-lying areas near the bay, many storm drains rely on pumping to handle significant flows. Furthermore, the Santa Clara Valley Water District oversees storm drainage operations within the City of Milpitas.

> *The Santa Clara Valley Water District (Valley Water) is Milpitas' primary partner in managing local stormwater issues. Valley Water's stated mission is to "provide Silicon Valley safe, clean water for a healthy life, environment, and economy." More specifically, Valley Water manages most of Milpitas' major drainage-ways, including Arroyo de los Coches, Berryessa Creek, Calera Creek, Coyote Creek, Lower Penitencia Creek, East Penitencia Creek, Piedmont Creek, and Tularcitos Creek. Coordination with Valley Water is integral to the Storm Drain Master Plan's success since all the storm drainage systems within the city eventually discharge into a Valley Water-managed facility. Valley Water is keenly interested in any storm drain project that might impact one of their receiving creeks. In turn, Milpitas has a vested interest in how Valley Water manages its legislated flood protection responsibility.* (City of Milpitas Storm Drain Master Plan 2021, Page ES-1)

The City of Milpitas and Gateway-Main Street Specific Plan Area are situated within the lower portion of the Coyote Creek watershed, as depicted in Figure 7-1.

Figure 7-1 City of Milpitas within the Coyote Creek Watershed



Source: City of Milpitas Storm Drain Master Plan 2021

The 2021 Storm Drain Master Plan outlines proposed land uses for portions of the Plan Area, but not others. Areas with no defined land uses were assigned sub-basin-specific hydrology parameters based on the Esri World Imagery Map. The Master Plan highlights three low-priority improvements within the Specific Plan boundaries at:

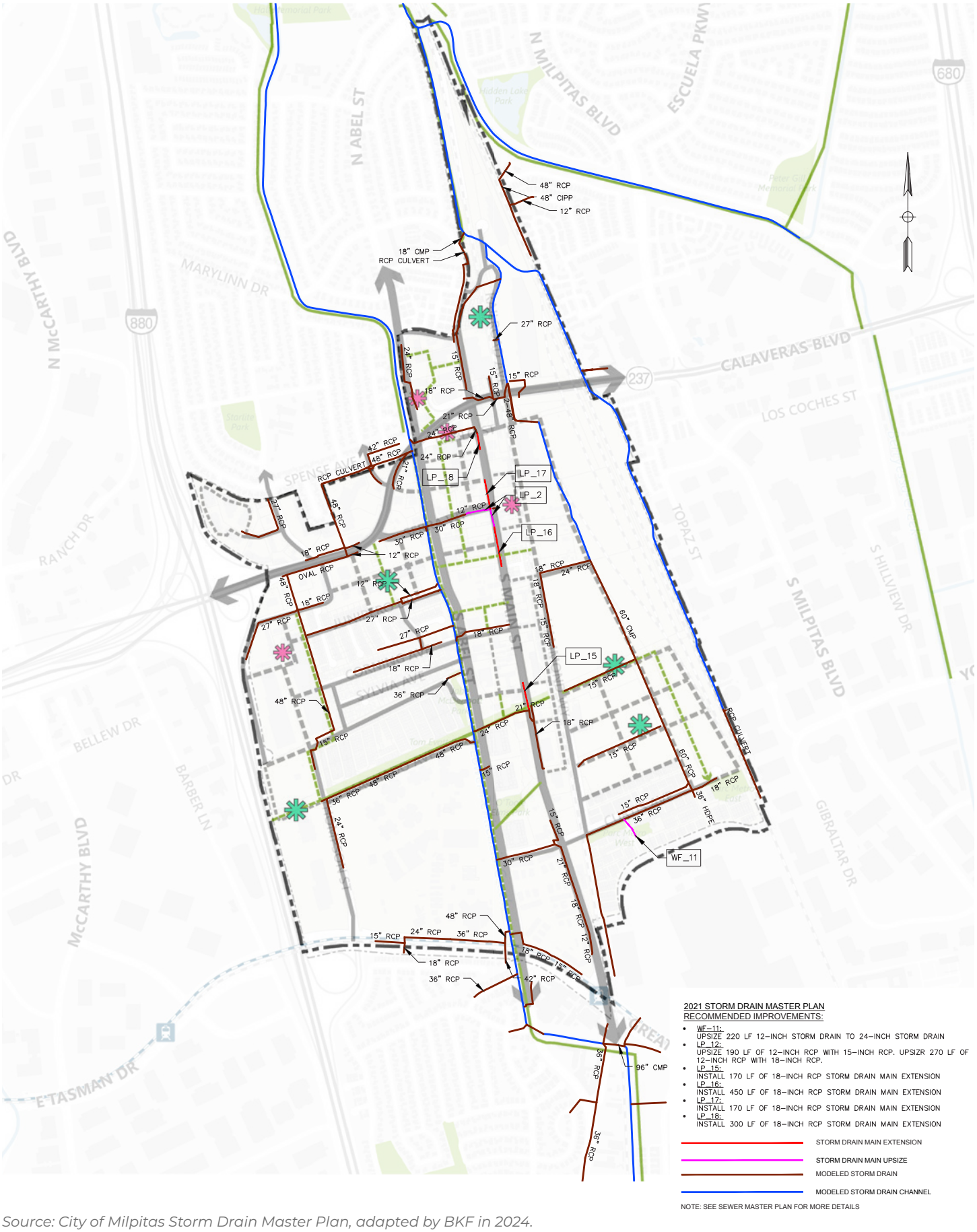
- Main Street and Sierra Way,
- On Comet Drive, and
- A short segment of Railroad Avenue.

Additionally, the report identifies four CIP storm drain main extensions along Main Street. These projects currently lack priority and will need to be constructed concurrently with developments along Main Street. See Figure 7-2 on the following page. The following excerpts from pages 1-3 of the Master Plan encapsulate the developmental impact on the Plan Area.

Generally, impervious surface does not increase with infill development, so the impacts of the specific plan areas would be based on realigned roads or identifying currently underserved areas where parcels drain by gravity to the street frontage.

Recent land-use changes and growth are concentrated within the Gateway-Main Street and Metro Plan areas. Therefore, storm drain systems serving these tributary areas are the most potentially impacted by new development.

Figure 7-2 Stormwater Infrastructure Improvements



Source: City of Milpitas Storm Drain Master Plan, adapted by BKF in 2024.

GREEN STORMWATER INFRASTRUCTURE

Effective July 1, 2023, the San Francisco Bay Regional Water Quality Control Board implemented an updated iteration of the Municipal Stormwater Permit, known as MRP 3.0. This revision incorporates modifications and supplementary requirements compared to the preceding C.3 regulations. The following is a summary of the significant updates:

- Impervious surface threshold for most projects has dropped from 10,000 to 5,000 square feet, including for new roads and the addition of a travel lane to an existing road.
- New categories of regulated projects include:
  - Road and sidewalk repair projects ≥ 5,000 contiguous square feet.
  - Road reconstruction and pavement widening ≥ 1 contiguous acre.
  - Detached single family home that creates or replaces ≥ 10,000 square feet.

The changes to the MRP mandate that off-site road and sidewalk repairs be treated so each project will need to assess the application of these additional requirements individually. There are various methods to meet the treatment requirements of MRP 3.0, whether regionally or locally, and each project within the Plan Area must evaluate effective strategies to enhance water quality and manage stormwater runoff from new developments.

To comply with the latest stormwater regulations, implementing green streets infrastructure may be necessary. Within the Plan Area, which includes public roads like Main Street, Thompson Street, and Abel Street, all must meet new treatment requirements as projects are developed along their frontage. The City of Milpitas Green Stormwater Infrastructure (GSI) initiative has proposed methods to address treatment in the public right-of-way. Chapter 5 (Mobility) of the Specific Plan outlines potential locations for these treatments within the public right-of-way.

The Amenity Zone, situated between the curb and sidewalk as depicted in Chapter 5, and the Flexible Street Zone (Flex Zone), which accommodates parking, loading, parklets, and curb extensions along Main Street, Abel Street, Serra Way, Abbott Avenue, future mixed-use streets, and future residential streets, and future alleyways are earmarked for treatment installations. Along Main Street, four intersections—Carlo Street, Serra Way, Corning Avenue, and Curtis Avenue—have been identified as ideal locations for public right-of-way treatment. Additionally, Tom Evatt Park along Main Street is also suited for treatment. These locations benefit from underground storm drains that will connect to green street treatment basins located within the amenity zones and particularly, the curb extensions (bulb-outs) introduced in these areas.

The City of Milpitas Green Stormwater Infrastructure (GSI) Plan states the following:

> *Integrating GSI into public spaces typically involves construction of stormwater capture and treatment measures in public streets, parks, and parking lots or as part of public buildings. Types of GSI measures that can be constructed in public spaces include: (1) bioretention, (2) stormwater tree well filters, (3) pervious pavement, (4) infiltration facilities, (5) green roofs, and 6) rainwater harvesting and use facilities.*

The most typical treatment infrastructure constructed along roadways are bioretention and stormwater tree well filters. The GSI Plan further describes these infrastructure types:

> ***Bioretention areas*** *are depressed landscaped areas that consist of a ponding area, mulch layer, plants, and a special biotreatment soil media composed of sand and compost, underlain by drain rock and an underdrain, if required. Bioretention is designed to retain stormwater runoff, filter stormwater runoff through biotreatment soil media and plant roots, and either infiltrate stormwater runoff to underlying soils as allowed by site conditions, or release treated stormwater runoff to the storm drain system, or both. They can be of any shape and are adaptable for use on a building or parking lot site or in the street right-of-way. Parking lots can accommodate bioretention areas in medians, corners, and pockets of space unavailable for parking. Bioretention systems in the streetscape have specific names: stormwater planters, stormwater curb extensions (or bulb-out), and stormwater tree well filters.*

> ***A stormwater curb extension*** *is a bioretention system that extends into the roadway and involves modification of the curb line and gutter* (Figure 7-3)*. Stormwater curb extensions may be installed midblock or at an intersection. Curb bulb-outs and curb extensions installed for pedestrian safety, traffic calming, and other transportation benefits can also provide opportunities for siting bioretention facilities.*

Figure 7-3 Stormwater Curb Extension, Los Altos

Source: City of Los Altos

A stormwater planter *is a linear bioretention facility in the public right-of-way along the edge of the street, often in the planter strip between the street and sidewalk. They are typically designed with vertical (concrete) sides. However, they can also have sloped sides depending on the amount of space that is available.*

A stormwater tree well filter *is a type of bioretention system consisting of an excavated pit or vault that is filled with biotreatment soil media, planted with a tree and other vegetation, and underlain with drain rock and an underdrain, if needed. Stormwater tree well filters can be constructed in series and linked via a subsurface trench or underdrain. A stormwater tree well filter can require less dedicated space than other types of bioretention areas. 12 Suspended pavement systems may be used to provide increased underground treatment area and soil volume for tree well filters. These are structural systems designed to provide support for pavement while preserving large volumes of uncompacted soil for tree roots. Suspended pavement systems may be any engineered system of structural supports or commercially available proprietary structural systems. Stormwater tree well filters and suspended pavements systems are especially useful in settings between existing sidewalk elements where available space is at a premium. They can also be used in curb extensions or bulb-outs, medians, or parking lots if surrounding grades allow for drainage to those areas. The systems can be designed to receive runoff through curb cuts or catch basins or allow runoff to enter through pervious pavers on top of the structural support.*

7.1.2 RECOMMENDED STORMWATER INFRASTRUCTURE IMPROVEMENTS

STANDARDS

Support stormwater infrastructure that is appropriate for planned development in the Plan Area through the following standards.

1. Fulfill the most current requirements set forth by the San Francisco Bay Regional Water Quality Control Board Municipal Stormwater Permit, known as MRP 3.0.
2. Ensure that the proposed project site does not result in an increase of stormwater runoff compared to the existing runoff, evaluated under equivalent storm conditions.
3. Ensure that run-off in storm drains does not lower water quality within or outside of the Plan Area by implementing Best Management Practices in new development.
4. Improve the public curb and gutter along project frontages to eliminate ponding to the satisfaction of the City.
5. Development shall be required to evaluate project impacts on the city's stormwater infrastructure and implement mitigation measures in compliance with city standards.
6. Upgrade and expand the the storm drain system in accordance with the 2021 Storm Drain Master Plan and as required to adequately serve new development, new and realigned roads, and development areas within the Specific Plan Area.
    a. As part of the Sense of Place Plan, conduct a study to determine the stormwater infrastructure system improvements needed to address flooding along Main Street, including addressing gaps in the stormwater infrastructure system.
    b. Work with the Public Works Department and the City Engineer to ensure that system improvements meet City standards.
    c. Require new development to participate in fair share contributions to improvements that were identified as deficient in the 2021 Storm Drain Master Plan. Fair share contributions shall be re-evaluated by the City with any significant updates to the Storm Drain Master Plan.

RECOMMENDED IMPROVEMENTS

The standards above shall be followed along with the storm drain improvement recommendations in Table 7-1 from the Capital Improvement Program identified in the Milpitas Storm Drain Master Plan. These recommended improvements represent a set of projects to resolve the storm drain issues outlined in the Storm Drain Master Plan. Although the Storm Drain Master Plan did not have access to the timing of future development, it is recommended that these improvements be implemented prior to build-out regardless of which specific development(s) trigger them. A focused storm drain study assessing the capacity needs along Main Street must be completed after the adoption of the Gateway-Main Street Specific Plan. This analysis will guide the design and improvement of the stormwater infrastructure system addressing flooding and the lack of infrastructure along Main Street as part of the planned streetscape improvements in the Main Street Sense of Place Plan. Additionally, efforts should be made to secure funding for the implementation of the stormwater drainage improvements identified in the study.

TABLE 7-1: STORM DRAIN INFRASTRUCTURE RECOMMENDATIONS

MASTER PLAN ID	LOCATION	PRIORITY	REPLACEMENT OPTION
WF_11	Comet Drive	Low	Replace approximately 220 LF of existing 12-inch RCP with 24-inch RCP on Comet Dr between Metro Walk Dr and Curtis Ave.
WF_13	Railroad Avenue	Low	Install approximately 350 LF of 36-inch RCP from Railroad Ave to Marylinn Dr. Install approximately 1020 LF of 42-inch x 28-inch rectangular RCP along Marylinn Dr to N Abel St. Replace the approximately 150 LF of existing 24-inch RCP with 42-inch x 28-inch rectangular RCP.
LP_12	Main Street - Sierra Way	Low	Replace approximately 190 LF of existing 12-inch RCP on S Main St with 15-inch RCP. Replace approximately 270 LF of existing 12-inch RCP from S Main St to Serra Way with 18-inch RCP.
LP_15	Main Street - Tom Evatt Park	Underserved Area	Install approximately 170 LF of 18-inch RCP on S Main St to the existing 24-inch RCP on Carlo St.
LP_16	Main Street	Underserved Area	Install approximately 450 LF of 18-inch RCP on S Main St to the improvement project of the existing system on Serra Way.
LP_17	Main Street - Sinnott Lane	Underserved Area	Install approximately 70 LF of 18-inch RCP on S Main St from near Sinnott Ln to the improvement project of the existing system.
LP_18	Carlo Street	Underserved Area	Install approximately 300 LF of 18-inch RCP on S Main Street to the existing system.

Notes:

** A prioritized Capital Improvement Program (CIP) is established based on the analytical evaluation of Milpitas' existing storm drainage system using the integrated ICM hydrologic and hydraulic model. Refer to the 2021 Storm Drain Master Plan for additional context.*

Source: City of Milpitas Storm Drain Master Plan, 2021

Examples of stormwater tree well filters located in the amentiy zone of a sidewalk.

7.2 Flood Protection

7.2.1 CONTEXT

The 2021 Milpitas Storm Drain Master Plan has identified multiple inundation areas within the Plan Area. Inundation areas will be reduced or eliminated for the 10-year storm event upon the completion of improvements outlined in the 2021 Storm Drain Master Plan. Within the Plan Area, the removal of paved surfaces for new parks, open spaces, and landscaped areas will decrease impervious surfaces, consequently reducing stormwater runoff. Nonetheless, the region remains susceptible to flooding during 100-year storm events due to its position in the flatter portion of the city and the influx of flows from upstream areas, which cannot be mitigated within the Plan Area without significant channel enhancements.

Major portions of the Plan Area lies within a federally designated floodplain, necessitating compliance with federal and local regulations. Consequently, the Specific Plan must adhere to the provisions outlined in the Milpitas Municipal Code Section XI-15 (Floodplain Management Regulations).

For all new residential construction, the lowest floor must be constructed at least one foot above the Base Flood Elevation. In Zone AO areas, finish floors should be at least one foot above the depth number specified on the Flood Insurance Rate Map (FIRM), or three feet above the highest adjacent grade if no depth number is provided. Non-residential construction can have the lowest floor elevation at the Base Flood Elevation. The FEMA-Designated Special Flood Hazard Areas are illustrated in Figure 7-5.

The Milpitas Municipal Code outlines the following requirements for flood protection and flood proofing:

- All residential facilities shall be built 1 feet above the base flood elevations or 3 feet above the highest adjacent grade if no depth is provided.
- All non-residential buildings must be elevated at least 1 foot above the base flood elevation or be flood-proofed to ensure they remain water tight and structurally sound against flood forces, with certification from a registered professional engineer or architect.
- All enclosed areas below the lowest floor that are used for parking, access, or storage and subject to flooding must include openings for floodwater entry and exit, totaling one square inch for each square foot of enclosed area, and must be certified by a professional engineer or architect.
- All manufactured homes must be elevated according to the standards outlined in Section XI-15-5.4 to minimize flood risk and ensure compliance with local floodplain regulations.

Flood zones AE, AH, and AO can all be found in the Plan Area and FEMA has defined these zones as follows:

- Zone AE: Base flood elevations determine.
- Zone AH: Flood depths of 1 to 3 feet (usually areas of ponding); base flood elevations determine.
- Zone AO: Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determine. For areas of alluvial fan flooding, velocities also determine.

7.2.2 RECOMMENDED FLOOD PROTECTION IMPROVEMENTS

STANDARDS

Ensure development is protected from flooding hazards through the following standards.

1. Minimize damage associated with flooding events and comply with regulations stipulated by FEMA and the National Flood Insurance Program.
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 the Milpitas Municipal Code Section XI-15 (Floodplain Management Regulations).

RECOMMENDED IMPROVEMENTS

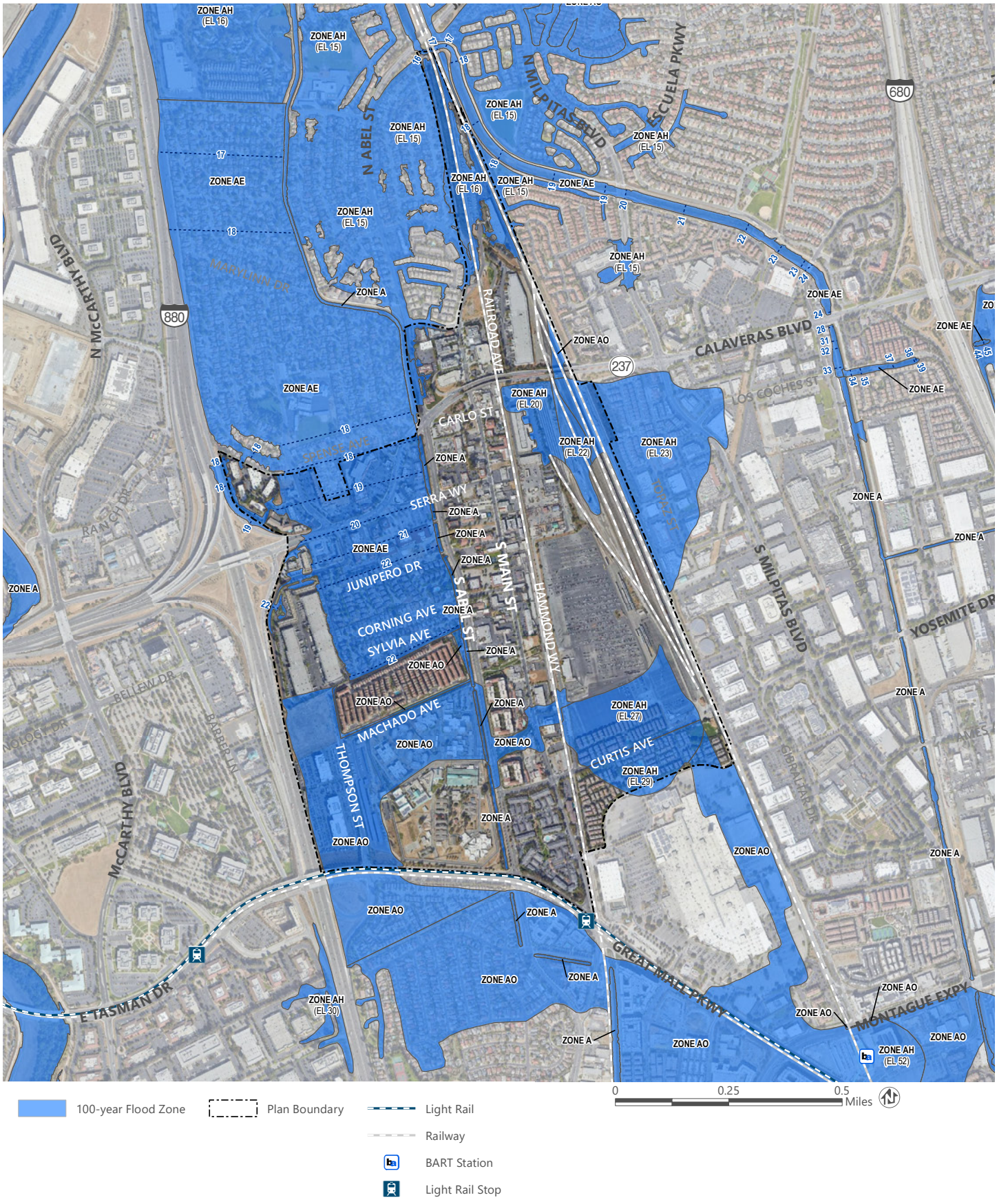
Recommendations identified in Section 7.1.2 shall be implemented in the Plan Area, along with the recommendations from the Capital Improvement Program for the Milpitas Storm Drain Master Plan, listed below in Table 7-2.

TABLE 7-2: FLOODING PROTECTION IMPROVEMENTS

PROJECT	PRIORITY	CIP DETAILS	ESTIMATED COST
Spence Creek Pump Station	**Low**	**Provide permanent standby power**	**$750,000**
Wrigley-Ford Creek Maintenance	**Low**	**Open Channel Maintenance**	**$800,000**
Main Street Flood Study	**-**	**Study**	**$500,000**

Source: City of Milpitas Storm Drain Master Plan, 2021.

Figure 7-4 FEMA Designated Flood Areas



Source: Federal Emergency Management Agency

7.3 Water Supply System

7.3.1 WATER MASTER PLAN ANALYSIS

The City of Milpitas Water Master Plan, drafted in 2021, describes background information and analysis relevant to the Plan Area. The Milpitas water system operates within two distinct service areas, each managed separately under typical circumstances. One area is served by the San Francisco Public Utilities Commission (SFPUC), while the other, encompassing the Plan Area, is served by Valley Water (VW), formerly known as the Santa Clara Valley Water District.

Within the VW service area, there are two pressure zones, both of which the Plan Area spans. A turnout from a VW transmission main supplies the higher-pressure zone (referred to as Zone VW2), which then feeds the lower-pressure zone (Zone VW1) through pressure-reducing valves (PRVs).

The WMP conducted various analyses, including an assessment of the City's distribution system's capacity to meet hydraulic performance criteria under different demand and outage scenarios. Both the existing (2019) and projected build-out (2040) systems were scrutinized, with the latter incorporating anticipated water demands from planned growth and development, including those outlined in the Specific Plan. Hydraulic evaluations of the City's build-out water distribution system encompassed peak-hour demand, maximum day demand with fire flow, as well as potential water supply and power outages.

7.3.2 RECOMMENDED WATER INFRASTRUCTURE IMPROVEMENTS

The Plan Area generally met most hydraulic performance criteria for build-out pressures during peak hour demand and fire flow conditions. At build-out, pressures and flows in the Plan Area were found to be sufficient to meet peak hour demands and maximum day demand along with fire flow requirements. However, the Water Master Plan (WMP) did identify inadequate existing fire flows within the Plan Area. Specifically, the report highlights a geographic area, "group area number 5" as having insufficient fire flows in the following Plan Area locations:

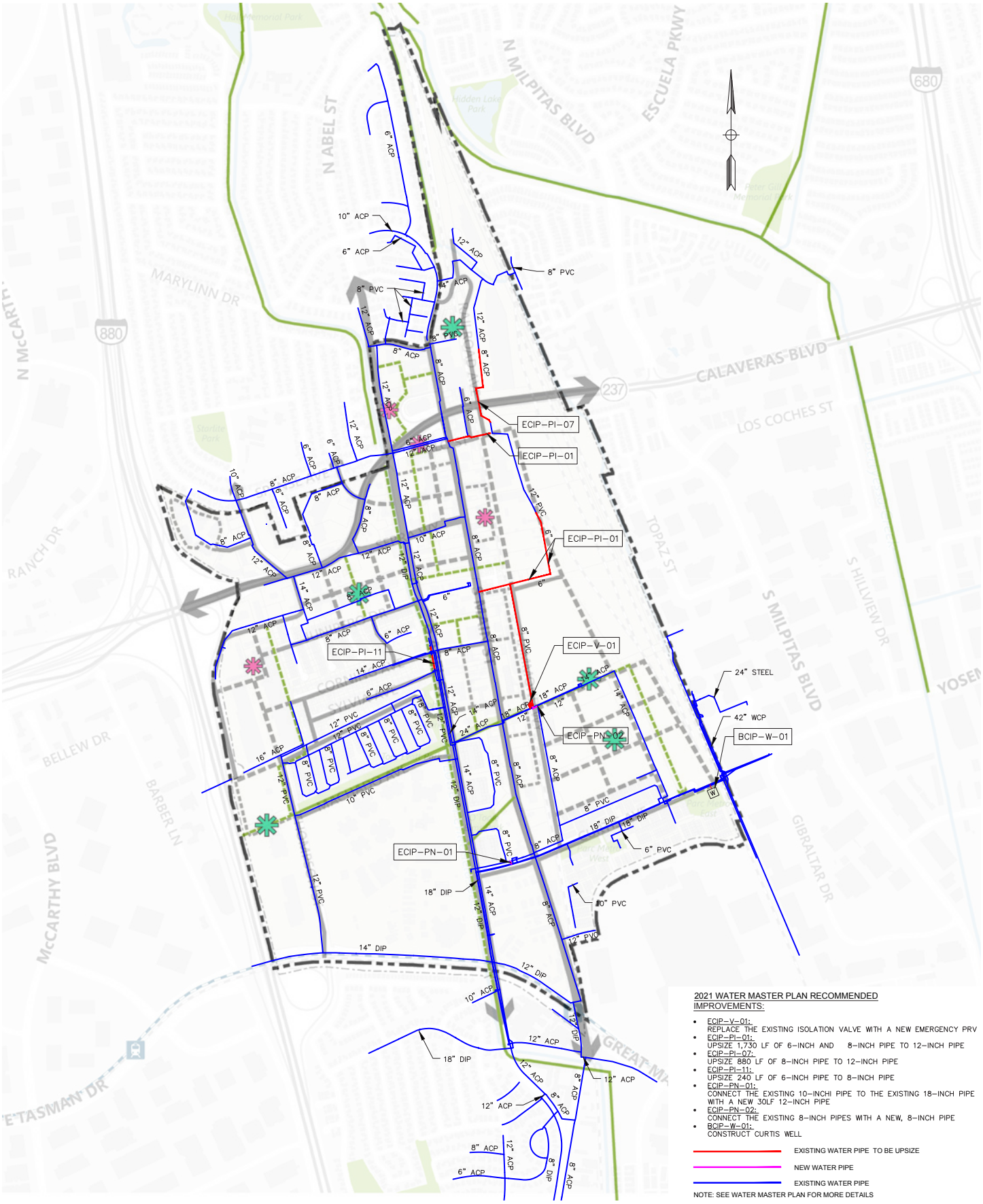
- The West of Abel neighborhood, along Thompson Street and Abel Street.
- The Crossroads Focus Area along Calaveras Boulevard and Carlo Street.
- Main Street Focus Area along Hammond Way.
- North Railyards Urban Reserve Area on Sinnott Lane, Bothelo Avenue, and Carlo Street.

To improve flow within the Plan Area, the Water Master Plan suggests upsizing the following water mains:

- *Along Sinnott Lane, Bothelo Avenue, and East Carlo Street, replace approximately 1,730 linear feet of 6-inch and 8-inch diameter pipeline with 12-inch diameter pipeline (ECIP-PI-01).*
- *On Hammond Way near Tom Evatt Park, replace the (normally closed) isolation valve separating Zones VW1 and SF1 with an emergency pressure reducing valve (EPRV) to allow flows from Zone SF1 during a fire event along Hammond Way (ECIP-V-01). Alternatively, the City can replace approximately 1,300 linear feet of 8-inch diameter pipeline with 12-inch diameter pipeline (ECIP-PI-02).*
- *Along Railroad Avenue between approximately hydrant 1A-355 and the southern end of Railroad Avenue, replace approximately 880 linear feet of 8-inch diameter pipeline with 12-inch diameter pipeline (ECIP-PI-07).*
- *For the below criterion locations near the western end of Corning Avenue, install a new isolation valve at the end of the existing Zone SF1 pipeline, immediately upstream of the tee connecting Zones VW1 and SF1. Should a fire occur at the adjacent industrial site, the City can open existing (normally closed) isolation valves (numbers 35 and 35100) to supplement flows to the area. The hydraulic model shows these locations meet recommended fire flows with this adjustment. The new isolation valve can be closed to maintain separation between Zones VW1 and SF1 (ECIP-V-02). Alternatively, the City can replace approximately 870 LF of 8-inch diameter pipeline with 12-inch diameter pipeline (ECIP-PI-03).*
- *Along South Abel Street, between Sylvia Avenue and Corning Avenue, replace approximately 240 linear feet of 6-inch diameter pipeline with 8-inch diameter pipeline (ECIP-PI-11).*

The report also suggests upgrading pipelines smaller than 6 inches in diameter that serve hydrants. It's worth noting in the Plan Area that under the main corridors, water pipelines appear to all be larger than 6 inches, particularly along Thompson Street, Abel Street, Hammond Way, Main Street, Serra Way, and Calaveras Boulevard. Although the pipelines within the major development areas exceed 6 inches and the Water Master Plan has identified a set of projects to address demand, refer to Recommended Improvements section for details and Figure 7-6. While the land uses analyzed in the Milpitas Gateway-Main Street Specific Plan differ from those in the 2040 General Plan, the City has run sample scenarios for projected development and have found no significant deficiencies; thus, no additional modeling was conducted for the Specific Plan. Parcel-by-parcel water models shall be developed at the project level. Additional analysis by updating the city's water model is necessary to evaluate the potential impact of the Specific Plan's build-out on the

Figure 7-5 Water Infrastructure Improvements



Source: City of Milpitas Water Master Plan 2021

City's water infrastructure system-this analysis will be conducted as part of the Main Street Sense of Place Plan . In addition to hydraulic evaluation, the Water Master Plan assessed the supply, storage, and pumping capacities for the City's build-out water system. The pumping capacity is sufficient to handle the increased water demands in the VW service area from the Specific Plan and other developments. However, improvements to water supply and storage are recommended to meet the performance criteria.

Although the Water Master Plan did not have access to the timing of future development, it is recommended that these improvements be implemented prior to build-out, regardless of which specific development(s) trigger them. Based on the analysis of the build-out system in the Water Master Plan, recommended water supply and storage improvements for the VW service area include:

- A new turnout from VW with a capacity of 10,000 gallons per minute (gpm).
- Two new groundwater wells (Curtis Well and McCandless Well), each with a capacity of at least 400 gpm. The McCandless Well will be located in McCandless Park.
- A new, two-million-gallon potable water storage tank.
- A new pump station (drawing from the new storage tank) with a firm capacity of 4,000 gpm.

These suggested improvements represent one possible set of projects that the City could undertake to resolve the water supply and storage issues outlined in the Water Master Plan.

Recycled water is used for irrigation in Tom Evatt Park.

STANDARDS

Provide a reliable, sustainable water supply that supports future growth projections through the following standards.

1. Provide water supply for the Plan Area from the City's portfolio of water supplies, including potable water from Valley Water District and San Francisco Public Utilities Commission and groundwater and recycled water from South Bay Water Recycling, per the Water Master Plan. Require development to obtain a building permit is issued by the City prior to being entitled to municipal water.
2. Development shall be required to evaluate project impacts on the city's water infrastructure and implement mitigation measures in compliance with city standards.
3. Upgrade, expand, and loop the water distribution system in accordance with the Water Master Plan and and as required to ensure it can adequately serve new development, new and realigned roads, and development areas within the Specific Plan Area.
    a. Work with the Public Works Department and the City Engineer to ensure that system improvements meet City standards.
    b. Require new development to participate in fair share contributions to improvements that were identified as deficient in the 2021 Water Master Plan. Fair share contributions shall be re-evaluated by the City with any significant updates to the Water Master Plan.
4. Reduce overall water consumption and particularly, potable water consumption through conservation measures, including but not limited to the following:
    a. use of recycled water;
    b. water-saving features; and
    c. drought-tolerant landscaping.
5. Require installation of water-saving devices, as required by the California Building Code, in all residential, commercial, industrial, and institutional facilities within the Plan Area. Such devices are capable of reducing the amount of water used indoors, resulting in substantial wastewater flow reductions.
6. Require, where feasible, that commercial uses, schools, and non-residential mixed-use developments include dual plumbing to enable indoor recycled water use for non-potable uses, to the extent feasible.
7. If available on-site, require that recycled water be used for irrigation, including parks, plazas, community facilities, linear parks, landscaped front yards, buffer zones, vegetated setbacks, and private common areas.
8. If available at the site, recycled water mains shall be installed up to and across the frontage of parcels that do not have access to recycled water.

RECOMMENDED IMPROVEMENTS

The standards in the previous section shall be followed along with the recommendations for water infrastructure identified in Table 7-3 from the Capital Improvement Program of the 2021 Water Master Plan. These recommended improvements represent a set of projects to resolve the water service issues outlined in the Water Master Plan. Although the Water Master Plan did not have access to the timing of future development, it is recommended that these improvements be implemented prior to buildout, regardless of which specific development(s) trigger them. Additional analysis by updating the city's water model is required to evaluate the potential impact of the Specific Plan's build-out on the City's sewer infrastructure system-this analysis will be conducted as part of the Main Street Sense of Place Plan.

TABLE 7-3: WATER SUPPLY AND DISTRIBUTION INFRASTRUCTURE RECOMMENDATIONS

MASTER PLAN ID	IMPROVEMENT TYPE	REASON FOR IMPROVEMENT	PRIORITY	IMPROVEMENT DESCRIPTION	CONSTRUCTION COST WITH MARKUPS
ECIP-V-01	**Interconnection**	**Fire Flow**	**High**	On Hammond Way near Tom Evatt Park, replace the existing (normally closed) isolation valve separating Zones VW1 and SF1 with a new emergency PRV (Hammond EPRV).	**$479,000**
ECIP-V-02	**Interconnection**	**Fire Flow**	**High**	Near the western end of Corning Avenue, install a new isolation valve at the end of the existing Zone SF1 pipeline, immediately upstream of the tee connecting Zones VW1 and SF1.	**$14,000**
ECIP-PI-01	**Pipeline Improvement**	**Fire Flow**	**High**	Along Sinnott Lane, Bothelo Avenue, and East Carlo Street, replace existing 6-inch and 8-inch diameter pipelines with 12-inch diameter pipeline.	**$1,030,000**
ECIP-PI-07	**Pipeline Improvement**	**Fire Flow**	**High**	Along Railroad Avenue between approximately hydrant 1A-355 and the southern end of Railroad Avenue, replace existing 8-inch diameter with 12-inch diameter pipeline.	**$524,000**
ECIP-PI-11	**Pipeline Improvement**	**Fire Flow**	**High**	Along South Abel Street between Sylvia Avenue and Corning Avenue, replace existing 6-inch with 8-inch diameter pipeline.	**$143,000**
ECIP-PN-01	**New Pipeline (Developed Area)**	**Fire Flow (Outage)**	**High**	Along Curtis Avenue, connect the existing 10-inch diameter pipeline on the northern side of the street to the existing 18-inch diameter pipeline on the southern side of the street with a new 12-inch diameter pipeline.	**$18,000**
ECIP-PN-02	**New Pipeline (Developed Area)**	**Firm Supply Capacity**	**High**	Along Hammond Way, east of Tom Evatt Park, connect the existing 8-inch diameter pipelines in Zone VW1 with a new 8-inch diameter pipeline.	**$34,000**
BCIP-TO-01	**Turnout**	**Storage Capacity**	**High**	New VW turnout near the intersection of Piper Drive and Garden Street with a capacity of 10,000 gpm (14.4 mgd).	**$532,000**
BCIP-S-01	**Storage Reservoir**	**Storage Capacity**	**High**	2.0 MG reservoir in VW service area.	**$5,532,000**
BCIP-PS-01	**Pump Station**	**Storage Capacity**	**High**	Firm capacity of 4,000 gpm (5.76 mgd) for new storage reservoir.	**$4,137,000**
BCIP-W-01	**Groundwater Well**	**Storage Capacity**	**High**	Construct Curtis Well.	**$479,000**
BCIP-V-01	**Interconnection**	**Fire Flow**	**High**	Near the intersection of Cedar Way and South Main Street, replace the existing (normally closed) isolation valve separating Zones SF1 and VW1 with a new emergency PRV (Cedar EPRV).	

Notes:

** Priority definitions vary depending on the project type, refer to the City of Milpitas Water Master Plan, drafted in 2021.*

Source: City of Milpitas Water Master Plan 2021

7.4 Sewer System

7.4.1 CONTEXT

The Milpitas Sewer Master Plan was adopted in 2021, which presents background information and analysis relevant to the Milpitas Gateway-Main Street Specific Plan. Below are excerpts highlighting the pertinent details.

> *The wastewater collection system consists of approximately 160 miles of gravity sewers, with pipe diameters ranging from 4- to 66-inches. The collection system generally flows from east to west and south to north towards the San Francisco Bay. Most of the collection system flows by gravity to the Milpitas Main Lift Station (Main LS) then is pumped to the San Jose-Santa Clara Regional Wastewater Facility (RWF) through dual force mains. (City of Milpitas Sewer Master Plan, Page ES-1)*

> *The City of Milpitas pays a share of the capital cost of the RWF, based on the City's capacity rights in proportion to the 167 MGD total capacity of the RWF. The City also pays a share of the operating cost, based on the volume of wastewater discharged to RWF. The City has rights to discharge 14.25 MGD to the RWF under its current allotment. (Sewer Master Plan, Page 2-4)*

The Plan Area lies between Calaveras Boulevard and Great Mall Parkway, positioned between the I-880 corridor and the UPRR and BART corridor. This area represents the lower end of the sewer shed for the City.

Within the Master Plan, the system risk exposure was identified and classified using a 5-point scoring - ranking all segments of the existing system. Risks levels 1, 2, and 3 range from insignificant to medium risk while significant risks are rated as #4 (High) and #5 (Extreme). These are identified in various areas of the Milpitas Gateway-Main Street Specific Plan Area, particularly along Main Street. Consequently, a series of Capital Improvement Projects have been earmarked for completion in this region.

> *As part of the City's Master Plan project, a Sewer Utility Asset Renewal and Replacement Study (R&R Study) was conducted. The study documents the City's Business Risk Exposure (BRE) based on the physical condition and desktop assessment of the City's collection system applying a set of factors developed to determine the relative risk of failure for each pipeline segment. (City of Milpitas Sewer Master Plan, Page ES-1)*

The 2021 Sewer Master Plan incorporates a capacity analysis of the citywide system, which accounts for anticipated land uses within the Plan Area (as illustrated in Figure 5-2 of the Sewer Master Plan), based on the assumption of the city's 2040 General Plan. Although the capacity analysis did not reveal any deficiencies in the Plan Area, certain downstream segments are operating below capacity and have thus, been designated as Capital Improvement Projects.

> *There were no major capacity deficiencies identified as part of this analysis. There were no additional capacity deficiencies identified under future conditions that were not seen under existing conditions. (City of Milpitas Sewer Master Plan, Page ES-1)*

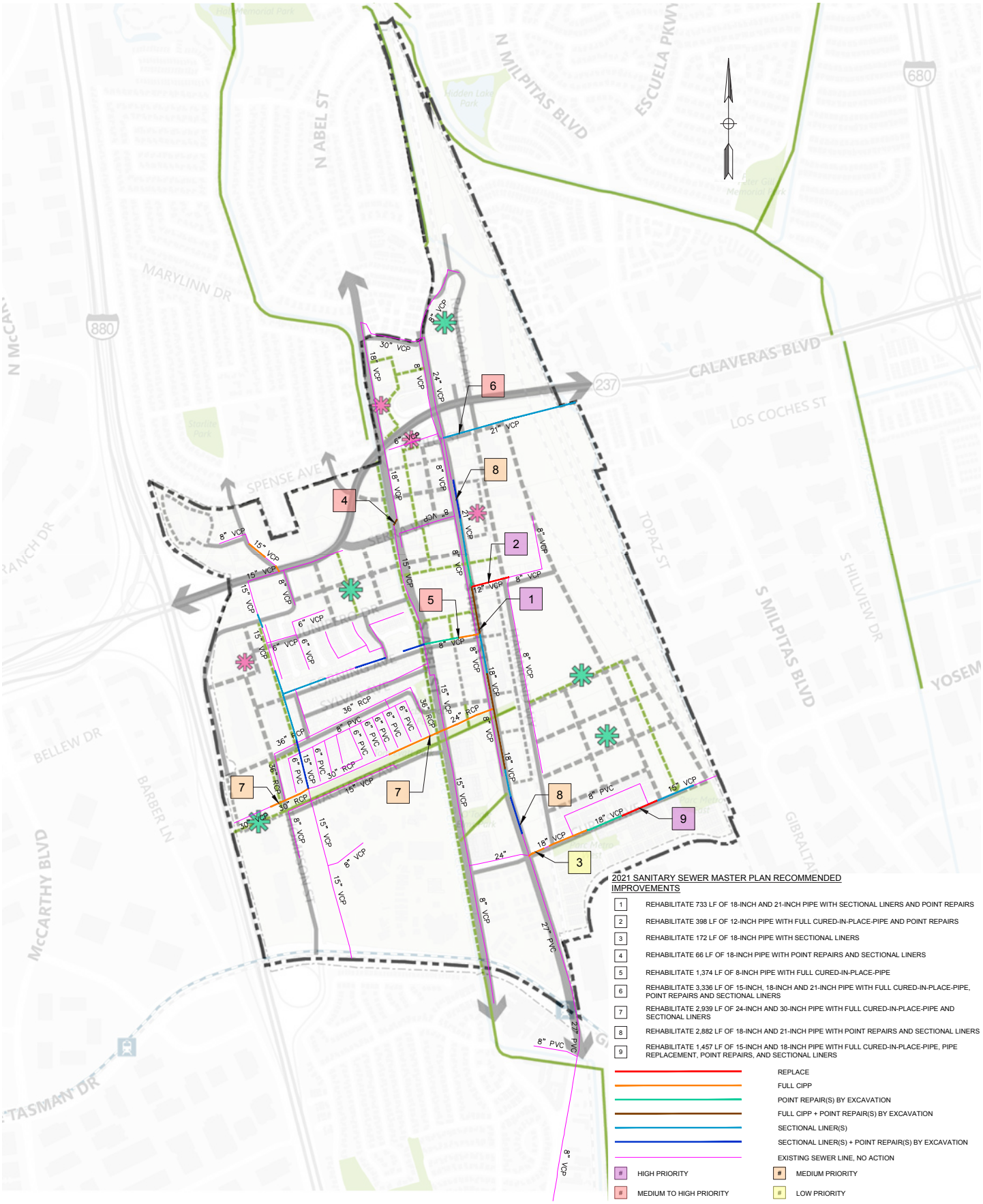
While the analysis considered anticipated land uses, the land use designations within the Milpitas Gateway-Main Street Specific Plan deviates from those outlined in the 2040 General Plan and uses examined in the Sewer Master Plan. Additional analysis, by updating the city's sewer models, will be required to evaluate the potential impact of the Specific Plan's build-out on the City's sewer infrastructure system and shall be conducted as part of the Main Street Sense of Place Plan.

The following streets within the Plan Area necessitate sewer rehabilitation Capital Improvement Projects:

- Curtis Avenue,
- South Main Street,
- Sinnott Lane,
- South Abel Street,
- East Calaveras Boulevard,
- Coming Avenue, and
- Machado Avenue

as summarized in Section 7.4.2 (Recommended Sewer Infrastructure Improvements).

Figure 7-6 Recommended Sewer Rehabilitation Method



Source: Milpitas Sewer Master Plan 2021

7.4.2 RECOMMENDED SEWER INFRASTRUCTURE IMPROVEMENTS

STANDARDS

Ensure sewer infrastructure can support future growth in the Plan Area by addressing the following standards.

1. Require development to obtain a building permit issued by the City prior to being entitled to wastewater treatment capacity.
2. Development shall be required to evaluate project impacts on the city's sewer infrastructure and implement mitigation measures in compliance with city standards.
3. Upgrade and expand the sanitary sewer system in accordance with the Sewer Master Plan to ensure it can adequately serve new development, new or realigned roads, and development areas within the Specific Plan Area.
    a. Work with the Public Works Department and City Engineer to ensure that system improvements meet City standards.
    b. Require new development to participate in fair share contributions to downstream improvements that were identified as deficient in the 2021 Sewer Master Plan. Fair share contributions shall be re-evaluated by the City with any significant updates to the Sewer Master Plan.

RECOMMENDED IMPROVEMENTS

The standards above shall be followed along with the following recommendations shown in Table 7-4, as identified in the 2021 Sewer Master Plan Capital Improvement Program. These recommended improvements represent a set of projects to resolve the risks outlined in the Sewer Master Plan. Although the Sewer Master Plan did not have access to the timing of future development, it is recommended that these improvements be implemented prior to build-out, regardless of which specific development(s) trigger them. Additional analysis by updating the city's sewer model is required to evaluate the potential impact of the Specific Plan's build-out on the City's sewer infrastructure system- this analysis will be conducted as part of the Main Street Sense of Place Plan.

TABLE 7-4: SEWER INFRASTRUCTURE RECOMMENDATIONS

AVERAGE RISK GRADE	STREET NAME	PRIORITY	DIAMETER (IN)	LENGTH (FT)	RECOMMENDED REHABILITATION METHOD	CONSTRUCTION COST
4.0	Curtis Avenue	High	18	172	Sectional Liner(s)	$39,000
4.0	S. Main Street	High	18, 21	733	Sectional Liner(s), Point Repair(s)	$147,000
4.0	Sinnott Lane	High	12	398	Full CIPP, Point Repair(s)	$139,000
5.0	S. Abel Street	Medium to High	18	66	Point Repair(s), Sectional Liner(s)	$32,000
3.3	E. Calaveras Blvd	Medium to High	12, 15, 18, 21	3,336	Full CIPP, Point Repair(s), Sectional Liner(s)	$1,168,000
3.2	Coming Avenue	Medium to High	8	1,374	Full CIPP	$358,000
3.3	S. Main Street	Medium	18, 21	2,882	Point Repair(s) and Sectional Liner(s)	$576,000
2.9	Machado Avenue	Medium	24, 30	2,939	Full CIPP, Sectional Liner(s)	$1,006,000
3.0	Curtis Avenue	Low	15, 18	1,457	Full CIPP, Pipe Replacement, Point Repair(s), Sectional Liner(s)	$572,000

Notes:

** According to the 2021 Sewer Master Plan, the highest priority improvements are those segments identified to have significant defects during the conditions assessment and thus, rated with the highest risk of failure. Refer to the 2021 Sewer Master Plan for additional context.*

Source: Milpitas Sewer Master Plan 2021

7.5 Solid Waste Services

The City of Milpitas disposes solid waste at different facilities depending on the material waste stream (e.g. garbage, recyclables, food waste, yard trimmings, and construction and demolition) in accordance with the Franchise Agreement that the City has with Milpitas Sanitation, Inc. (MSI), which has a term of contract from September 6, 2017 to August 31, 2032.

While collection is performed by MSI, the facilities where the waste streams are transported vary as listed below:

- **Solid Waste.** Solid waste is processed at the GreenWaste Recovery MRF with the end destination of the material at Kirby Canyon Landfill.
- **Recyclables.** The primary approved facility for recyclables is GreenWaste Recovery MRF. Alternate approved facilities include Alameda County Industries Material Recovery Facility and the Sunnyvale Materials Recovery and Transport Station (SMaRT Station).
- **Yard Trimmings.** Yard trimmings are processed at GreenWaste Recovery MRF.
- **Food Scraps.** The primary approved facility for food scraps is Sustainable Organic Solutions (SOS). Food waste is used to make animal feed. Alternate approved facilities include East Bay Municipal Utility District Treatment Plant and the Sunnyvale Materials Recovery and Transport Station (SMaRT Station).
- **Construction and Demolition (C&D).** The primary approved facility for C&D is Mission Trails Waste Systems (MTWS). Alternate approved facilities include Zanker Road Resource Management Facilities, Guadalupe C&D Recovery Facility, and the Sunnyvale Materials Recovery and Transport Station (SMaRT Station).

Hazardous waste is being managed through Santa Clara County's household hazardous waste (HHW) program, which provides a drop-off site for residents and small generators through an appointment-based system. Milpitas continues to participate in this program. Santa Clara County and the City of Milpitas hold an annual HHW collection event within the city to encourage proper disposal of hazardous waste.

7.5.1 SOLID WASTE FACILITY STANDARDS

Ensure solid waste facilities can support growth in the Gateway-Main Street Specific Plan Area and that waste continues to be collected and disposed of safely, consistent with the following standards.

1. Require all new development to participate to the maximum extent practical in solid waste source reduction and diversion programs.
2. Negotiate new agreements to handle the long-term disposal of its solid waste before the expiration of the current waste disposal contract.

Sustainable Organic Solutions food waste treatment facility. Image source: Sustainable Organic Solutions.

7.6 Energy and Technology

The Gateway-Main Street Specific Plan Area is an urban area with electrical, gas, and telecommunication facilities that future projects would be able to connect to. Additionally, the Plan Area supports energy and greenhouse gas (GHG) reduction measures by encouraging and requiring more efficient building systems, alternative transportation options, and green energy generation.

7.6.1 ELECTRICITY AND GAS

Pacific Gas & Electric (PG&E) provides electric and gas services to the Plan Area. The area is served by two electrical substations, located outside the Plan Area:

- The Montague Substation, located east of I-880 on Montague Expressway; and
- Milpitas Substation, located on Milpitas Boulevard, north of Montague Expressway.

Most electrical service in the Plan Area has already been located underground, except for a section of South Main Street, between Corning Avenue and West Curtis Avenue, and within the existing single family residential neighborhood around Corning Avenue and Sylvia Avenue west of South Abel Street. Easements on both sides of the street have been provided along this section of South Main Street and along all existing streets in the Plan Area for the undergrounding of electrical service and future utility needs as development occurs. All new streets within the Plan Area shall be built with utilities located under the roadway.

The Gateway-Main Street Specific Plan encourages building design features that reduce energy consumption and increase renewable energy generation through a series of development incentives and objective design standards as provided in Chapters 3 and 4. In addition, development associated with the Gateway-Main Street Specific Plan is required to comply with the California Green Building Standards Code, which includes green and sustainable building requirements to achieve energy efficiency.

New development will be served through the extension of existing electrical lines, with existing and new utilities located underground, whenever possible. In Urban Reserve Areas, where development would mean a significant change in land use over a large area, utility needs may be significantly higher than existing capacity can provide, warranting further utility studies should those areas redevelop.

7.6.2 TECHNOLOGY

Located in Silicon Valley, Milpitas is embedded in the region's culture of technological innovation. The City is exploring opportunities for providing an efficient and reliable citywide broadband network, which could create new opportunities for businesses, public safety, healthcare, and will be a key asset to the development of the Crossroads and Abbott districts. A public broadband network would provide high-speed connectivity in existing and new public spaces within the city and requires collaboration with the private sector to implement.

7.6.3 ENERGY AND TECHNOLOGY STANDARDS

The Plan Area is subject to the following standards:

1. Relocate all remaining overhead electric service underground, and in utility easements on existing streets.
2. Require undergrounding all new utilities as part of new development projects, street extensions, parks and other infrastructure projects.
3. Provide a public broadband network in the Specific Plan Area, to establish the City as an innovative technological center.
    a. Require new business developments to provide fiber-optic connections.
    b. Encourage the development of new fiber-optic connections to existing development when utility construction is underway.
4. Consistent with the City's Economic Development Strategy (EDS) #29, facilitate deployment of 5G wireless service in the Specific Plan Area, especially in underserved areas and locations targeted for growth of office and business uses, including the Crossroads, Main Street, and Abbott Districts.

Existing overhead power lines on South Main Street.

7.7 Fire Protection and Emergency Services

The Milpitas Fire Department (MFD) is responsible for fire suppression, emergency medical services, rescue services, hazardous and toxic materials emergency response, coordination of City-wide disaster response efforts, enforcement of fire and life safety codes, enforcement of State and Federal hazardous materials regulations, and investigation of fire cause, arson, and other emergency events for cause and origin.

There is one existing fire station within the Plan Area: Fire Station #1, on the northwest corner of Curtis Avenue and South Main Street. There are two additional fire stations just outside the project area boundaries: Station #2, located northeast 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 may be needed to provide the level of service and response time for all urban service areas described in the General Plan.

Ultimately, MFD will need to conduct a "standards of cover" analysis to determine the Gateway-Main Street Specific 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 currently has building regulations that ensure adequate emergency access to buildings. However, the building and streetscape standards established in Chapters 3-5 were developed in coordination with MFD.

The Fire Department will evaluate individual development plans to assess whether emergency access is adequate.

The existing fire station on South Main Street at Curtis Avenue.

7.7.1 FIRE PROTECTION AND EMERGENCY RESPONSE STANDARDS

Provide fire and emergency services and facilities that support growth in the Gateway-Main Street Specific Plan Area, while maintaining an adequate level of service in accordance with the following standards.

1. Conduct a "standards of cover" analysis to determine the Specific Plan's precise impact on the Fire Department's staffing and equipment, and any required facility needs. Identify and evaluate potential sites for an expanded or new fire station near the Plan Area if the standards of cover analysis determines it is warranted.
2. Provide an adequate level of service—as determined by City Council—for the residents, workers, and visitors of the Plan Area by hiring additional fire department staff, purchasing equipment, and building facilities. New equipment and facilities shall be funded by the Community Facilities District fee and new staff paid from the City's General Fund.
3. If a new fire station is built to meet the service needs of the Plan Area, it must be sited and developed in such a way as to not create substantial adverse physical impacts or significant environmental impacts.
4. Any new facilities should minimize noise and traffic impacts on existing land uses.
5. Update the City's emergency and disaster response plans to take the location and type of new development, and future traffic levels, into account.

Fire access and equipment shall be assessed at the individual development level.

7.8 Police Services

Law enforcement services in Milpitas are provided by the City of Milpitas Police Department (MPD). Additionally, BART Police provides law enforcement services to the Milpitas BART station and the Transit Patrol Division of the Santa Clara County Sheriff provides contract security and law enforcement services for the Valley Transportation Authority, which includes the orange light rail line that runs along Great Mall Parkway at the southern Plan Area boundary.

More than half of the police-related calls in the Plan Area are vehicle violations, traffic accidents, and automobile theft. The increase in population, business traffic, and vehicular traffic resulting from the build-out of the Plan Area will increase the workload of MPD. To maintain current levels of service, an increase in staffing and equipment may be necessary.

Milpitas has one existing police station located in the north part of the city that is approximately one and a half miles from the Plan Area's northern boundary. A new police substation is planned to be located in the Metro Plan Area in the southern part of Milpitas. The substation will be located near the Milpitas Transit Center, though the exact location has not yet been determined.

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 staff and equipment, professional staff needed to support the additional officers, technology related to crime prevention, deterrence, and enforcement, and increasing the vehicle fleet of MPD.

7.8.1 POLICE SERVICES STANDARDS

Provide adequate police services and facilities that ensure the safety of the community, consistent with the following standards.

1. Hire additional police staff and purchase equipment to provide an adequate level of service—as determined by City Council—for the residents, workers, and visitors of the Plan Area, as well as surrounding areas. New equipment shall be funded by the Community Facilities District fee and new staff paid from the City's General Fund.
2. As identified in the Metro Specific Plan, construct an additional Police Substation in the Metro Area on the Milpitas Boulevard Extension adjacent to Berryessa Creek or in another location determined by the City.

7.9 Schools

The Plan Area falls within the Milpitas Unified School District (MUSD), which handles students in grades K-12. The MUSD serves the majority of the city, adjacent unincorporated portions of Santa Clara County, and a small area of San Jose. As of the 2022-2023 school year, MUSD's total enrollment was 10,402 students across 15 schools. The 15 schools include ten elementary schools, two middle schools, two high schools and one alternative school. There are no schools within the Plan Area, however the Anthony Spangler Elementary School is located just outside the northern boundary of the Plan Area along North Abbott Avenue, across from Starlite Park.

Total student generation is summarized in Table 7-5. The Gateway-Main Street Specific Plan will generate approximately 260 new students at build-out assuming that 20 percent of the projected 1,435 units of new housing are below market-rate.

7.9.1 SCHOOL STANDARDS

The Specific Plan ensures that affected school districts have the funding needed to support the additional student population generated by development in the Gateway-Main Street Specific Plan Area by requiring the following:

1. Coordinate with the MUSD on facilities needed to accommodate new students and define actions the City can take to assist or support them in their efforts.
2. Ensure that all school impact fees are paid from individual projects prior to the issuance of any building permits.
3. Continue to monitor school enrollment numbers to ensure the existing schools have the resources they need to provide quality education to MUSD students.

TABLE 7-5: STUDENT GENERATION RATES AND PROJECTED NEW STUDENTS

	MARKET-RATE HOUSING GENERATION RATE	BELOW MARKET-RATE HOUSING GENERATION RATE	NUMBER OF NEW STUDENTS
Milpitas Unified School District			
K-6	**0.087**	**0.246**	171
7-8	**0.017**	**0.047**	33
9-12	**0.03**	**0.076**	56
		Total	**260**

Student generation rates are assumed to be the same as identified in the Metro Plan Specific Plan EIR. The number of new students was calculated by multiplying the student generation rates to the Gateway-Main Street Specific Plan's projected units of new housing.

7.10 Libraries

The Milpitas Public Library is located just north of the Plan Area at 160 North Main Street and is a member of the Santa Clara County Library District. The Santa Clara County Library District is governed by a Joint Powers Authority (JPA) and overseen by the Santa Clara Board of Supervisors. The JPA membership consists of a City Council representative from participating jurisdictions including the cities of Campbell, Cupertino, Gilroy, Los Altos, Los Altos Hills, Milpitas, Monte Sereno, Morgan Hill, and Saratoga and two County Supervisors from the County of Santa Clara.

The Library District prepares and annually reviews a Capital Plan and budget that accounts for population changes in the County.

7.10.1 LIBRARY STANDARDS

1. Continue to monitor population changes in the City and ensure that the current public library has the capacity to provide the Milpitas community with adequate library resources.
2. As development in the Specific Plan Area occurs, monitor the changing needs of the community to determine what types of resources are the highest priority for the library, such as print, digital, or community gathering resources.

The Milpitas Public Library on North Main Street.

7.11 Child Care Services

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 adopted a Childcare Master Plan in 2002 and updated it in 2004. It calls for the following:

- Support the development of childcare within transit overlay districts;
- Require incoming projects to be evaluated for their potential impact on childcare demand within the city; and
- Require incoming projects to be evaluated for their potential to provide childcare facilities within the project.

The City has an incentive program for developers that incorporate childcare into their developments. The City now offers fee reductions for large family childcare homes and has a practice of prioritizing the processing of childcare centers.

7.11.1 CHILDCARE STANDARDS

1. Support the expansion of childcare services to support demand in the Plan Area through the following actions.
    a. Encourage childcare services near light rail stations, bus stops, and planned micro-mobility hubs.
    b. Encourage childcare services to be integrated into affordable housing projects.
    c. Encourage new commercial spaces to provide childcare services for its employees.

Childcare on the ground-floor of a development.

This page intentionally left blank

08

ADMINISTRATION & IMPLEMENTATION

Overview

The Administration and Implementation chapter summarizes the process for administering and evaluating future development within the Gateway-Main Street Specific Plan Area. It also describes the actions involved in implementing the vision for the Specific Plan through public and private programs and actions. Private development will be responsible for on-site building, landscaping, open space, parking, and infrastructure improvements. The City and other public sector agencies can help facilitate private development through organizing the mechanisms to support and implement area-wide circulation, infrastructure, service, parking, and other improvements. In addition to city-led improvements, it is anticipated that assessments or impact fees on private development will be required to help pay for their fair share of improvements.

8.1 Plan Administration

Following the approval of the Specific Plan, all applications for development entitlement shall be reviewed by the City for conformity with the Specific Plan and EIR, applicable City regulations, and compliance with the California Environmental Quality Act (CEQA). Development within the Plan Area shall comply with the following City administrative requirements:

- **Application Process and Review Process.** Project applications and checklists, fees, forms, and the Milpitas Development Review Handbook, describing the City's development review process, are available on the City's website at: https://www.milpitas.gov/375/Applications-Forms.
- **Permit Requirements.** The process for General Plan, Specific Plan, and Zoning Amendments; Site Development and Conditional Use Permits; and Variances are addressed in the Zoning Ordinance chapter on procedures and administration.
- **Development Review**. Development Review is required for new construction, building expansions, exterior building modifications, or site modifications as governed by the Zoning Ordinance chapter on procedures and administration, which also addresses the authority and public hearing requirements for land use and zoning decisions.
- **Existing Uses**. All existing uses legally operating prior to the adoption of the Specific Plan that are no longer a permitted or conditionally permitted use shall be classified as "nonconforming," subject to the standards for in the Zoning Ordinance .

8.2 Historic And Cultural Resources

The preservation of historic resources within the Plan Area is a city and community priority. Existing historic resources in the Plan Area shall be preserved through one of two principle strategies: 1) stabilizing, rehabilitating, or restoring buildings and surveying or cataloging; or 2) protecting artifacts, documents, and other historic materials.

1. **Designated Cultural Resources.** The city's Cultural Resources Register lists the buildings, trees, and other resources that are officially designated cultural resources, subject to the criteria and procedures in the Milpitas Municipal Code Title XI, Chapter 4 (Cultural Resources Preservation Ordinance). Designated historic resources in the Plan Area include:
    a. Site of the Milpitas Hotel at 147 S. Main Street.
    b. Old St. John's Church Site at 279 S. Main Street.
    c. Milpitas Grammar School (now the Senior Center) at 160 N. Main Street.
    d. Smith's Corner, also know as Campbell's Corner at 167 S. Main Street.
    e. Dr. Smith's House, also known as DeVries House at 163 N. Main Street.
    f. Windsor Blacksmith Shop at 112 N. Main Street.
    g. Windsor Tank House at 112 N. Main Street.
    h. O'Toole Elms Site at 701 S. Abel Street.
2. **Additional Sites Recommended for Preservation.** The city's Conceptual Historic Resources Master Plan and the city's Historic Resource Inventory identify additional historic resources within the Plan Area with the potential to contribute to a national register historic district nomination, although some resources are noted to lack sufficient historic integrity. The following additional resources are recommended for preservation or as a potential district contributor.
    a. Caudillo House/Silvera House at 282 S. Main Street for protection and as a potential district contributor.
    b. Torres House, eligible for individual listing.
    c. Pashote/Venturi House as a potential district contributor.
    d. Deniz House/Crabb House as a potential district contributor.
    e. Dr. Al Curlin House and Office as an eligible district contributor.
    f. Pimental Home/Almeida Home as a potential district contributor.
    g. Dophna Home as a potential district contributor.
    h. 87 Sinnott Lane as a potential district contributor.

i. Site of 27 S. Main Street, owned by the city and proposed as Carlo Park.

3. **Historic Resources Pursuant to CEQA.** For any future development project occurring within the Plan Area that proposes to alter or demolish a building that is more than 50 years old, the City will require the project sponsor to engage a professionally qualified historian or architectural historian to prepare a historical evaluation of the building unless a previously prepared historical evaluation is available. This requirement can be met through the preparation of California Department of Parks and Recreation 523 Forms. The historical evaluation will analyze whether the building meets the eligibility requirements of the California Register of Historical Resources. If the building is determined to be eligible, the project sponsor's professionally qualified historian or architectural historian must also assess the project's compliance with the Secretary of the Interior's Standards for Rehabilitation. If the building is determined not to be eligible, or if the project is found to adhere to the Secretary's Standards, relative to eligible resources, no further action is required.

8.3 Subsequent Environmental Review

All applications for a development entitlement shall be reviewed by the City for compliance with CEQA. The rules governing the extent of any future environmental review are set forth in Section 15183 of the State CEQA Guidelines. Under Section 15183, no additional environmental review is required for projects that are consistent with the zoning for which an EIR was certified, except as might be necessary to examine whether there are project-specific effects that are peculiar to the project or its site.

CEQA requires all state and local agencies to establish reporting and monitoring programs for projects approved by a public agency. The mitigation measures of the Gateway-Main Street Specific Plan EIR have been identified to reduce environmental impacts associated with project development. The Mitigation Monitoring Program, included in the Final EIR, is intended to satisfy the requirements of CEQA and shall be used by the City and project developers to ensure compliance with adopted mitigation measures during project review and implementation.

8.4 Implementation Actions

Table 8-1 (on the next page) identifies the actions that will implement the standards of the Specific Plan, organized by the following:

- **Action Number and Topic** identifies the topical section and type of action.
- **Implementation Action** describes the specific actions to implement the Specific Plan under each topic.
- **Responsible Lead** identifies the department or agency with primary responsibility and the recommended timeframe for the identified action.
- **Time Frame** identifies the anticipated timing of implementation, classified as:
  - **Near-term** to identify 1-5 years from plan adoption for the highest priority projects.
  - **Mid-term** to identify 6-10 years from plan adoption for the highest priority projects.
  - **Long-term** to identify 10+ years from plan adoption for lower priority projects or those requiring a longer time frame to achieve.
  - **On-going** for projects that are recurring and not limited to a specific time frame, such as application of development regulations.
- **Funding Options** identify the potential programs or funding sources that can be used to implement the action.

8.5 Funding and Financing

8.5.1 PUBLIC INFRASTRUCTURE & INVESTMENTS

A Basic Improvement Program (BIP) will be prepared to identify an initial list of public infrastructure and improvements needed to serve the Plan Area, including:

- Current projects that are not completed or yet fully funded.
- New utility or basic infrastructure investments required to accommodate new development anticipated by the Specific Plan.
- New public space and mobility investments necessary to implement the vision for the Specific Plan.

The BIP list may be adjusted as the needs of and types of development in the Plan Area evolve over time.

TABLE 8-1: IMPLEMENTATION ACTIONS MATRIX				
TOPIC	IMPLEMENTATION ACTION	RESPONSIBLE LEAD	TIME FRAME	FUNDING OPTIONS
1. LAND USE AND DEVELOPMENT STANDARDS				
1.1 General Plan and Zoning Code Map Updates	Amend the General Plan Land Use Map and Zoning Map boundaries to reflect the Gateway-Main Street Specific Plan Area.	Planning	At time of adoption or shortly after	General Fund
1.2 Development Review	Use the city's Development Review process to ensure private development is consistent with the standards of the Specific Plan.	Planning	On-going	General Fund
1.3 Inclusionary Housing Standards	Implement the city's inclusionary housing requirements and the goals, policies, and actions of the Housing Element.	Planning	On-going	General Fund, Affordable Housing Fees
1.4 Specific Plan Community Benefits Program	Establish a Community Benefits Program, or similar process to implement Specific Plan incentives, including green roofs, lot consolidation, open space, parking, and economic development incentives, as described in Section 3.4.	Planning	On-going	General Fund
1.5 Usable Open Space Standards	Require usable open space with amenities to support commercial, residential, and other uses, consistent with the standards provided in Section 3.9.	Planning	On-going	General Fund
1.6 Parking Standards	Reduce parking requirements and facilitate parking solutions, consistent with the regulations in Section 3.10 (Parking Standards). Provide incentives for private development projects that construct additional district parking.	Planning	On-going	General Fund
1.7 Specific Plan Monitoring Program	Monitor the development achieved under the Specific Plan and provide a status report to the City Council every two years.	Planning	On-going	General Fund
2. ECONOMIC DEVELOPMENT PRIORITIES				
2.1 Real Estate Development Opportunities	Expand staff capacity to support real estate functions to incentivize development of key properties in the Plan Area. Prioritize working with property owners in the Crossroads District to facilitate the development of a downtown area commercial and entertainment destination for Milpitas.	Economic Development, Planning	Near-term	General Fund
2.2 Business Retention and Relocation Assistance	Coordinate with property owners to help retain or relocate existing small businesses that are displaced by new development.	Economic Development, Planning	On-going	General Fund, Development Agreements and Incentives
2.3 Targeted Funding Assistance	Seek additional funding to support the continuation of the City's Storefront Improvement Program to fund commercial storefront improvement and commercial activation projects on Main Street. Consider establishing a new small business grant or loan program to support businesses in the Plan Area.	Economic Development	On-going/ Near-term	Grants, General Fund
2.4 Business Improvement District	Establish a business improvement district or similar entity to develop and maintain public amenities in the Plan Area.	Economic Development	Near-term	General Fund

TABLE 8-1: IMPLEMENTATION ACTIONS MATRIX				
TOPIC	**IMPLEMENTATION ACTION**	**RESPONSIBLE LEAD**	**TIME FRAME**	**FUNDING OPTIONS**
2.5 SPAR Fund	Assemble a SPAR fund to strategically acquire land to help facilitate catalytic redevelopment projects on vacant land in the Crossroads district. Prioritize creating a retail shopfront presence along Serra Way and Main Street.	Economic Development	Near-Term	General Fund
2.6 Programming and Events	Identify new programming and event opportunities to attract more visitors to the Specific Plan Area.	Economic Development, Parks and Recreation	On-going / Near-term	General Fund, BID/ PBID, User Fees
2.7 Marketing and Promotion	Expand staff capacity and funding to support the development of a new marketing and branding strategy to position the Specific Plan Area as a community destination for local, independent retail and restaurants. Use the Specific Plan and Sense of Place Plan as the basis for marketing and branding.	Economic Development	Near-term	General Fund
3. MOBILITY AND PARKING IMPROVEMENTS				
3.1 Mobility and Infrastructure Improvements	Review new development projects for consistency with the vehicular, bike and micromobility, and pedestrian mobility frameworks illustrated in Figures 5-1, 5-17, and 5-18. Implement the street section design sections in Section 5.3, including necessary stormwater treatment facilities and street/ streetscape improvement as identified in Specific Plan Chapters 6 and 7.	Planning, Public Works	On-going	Grants, General Government CIP Fund, Impact Fees, Development Incentives, Development Agreements, BID, LLAD, EIFD
3.2 Trail, Pedestrian, and Bicycle Master Plan	Update the city's Trail, Pedestrian, and Bicycle Master Plan to reflect the updates to the street design sections identified in Chapter 6 of the Specific Plan.	Planning, Public Works	Near-term	
3.3 Bike and Micromobility Improvements	Prepare a bike and micromobility plan in accordance with the design improvement standards in Section 5.7.	Planning, Public Works	On-going	
3.4 Public Transit Improvement Standards	Coordinate with VTA to implement the public transit improvements identified in Section 5.5 and shown in Figure 5-16.	Public Works, Valley Transportation Authority	On-going	General Fund, General Government CIP Fund, Grants
3.5 Parking District	Establish a parking district to support shared parking within the Crossroads, Main Street, and Library Districts, including establishing an in-lieu fee program. Phase in new public parking with parking district demands. Work with private property owners to implement shared or district public parking strategies as addressed in Section 5.8.	Planning, Public Works	Near-term and Mid-term	General Fund, Grants, BID, parking fees, parking in-lieu fees
3.6 Parking Management Plan	Prepare a parking management plan to efficiently manage parking and evaluate and monitor parking strategies, including implementing on-street parking time limits or parking meters in the future.	Planning, Public Works	Long-term	General Fund, Grants

TABLE 8-1: IMPLEMENTATION ACTIONS MATRIX				
TOPIC	**IMPLEMENTATION ACTION**	**RESPONSIBLE LEAD**	**TIME FRAME**	**FUNDING OPTIONS**
4. PUBLIC REALM IMPROVEMENTS				
4.1 Historical Markers and Interpretative Display	Work with the Milpitas Historical Society to design and implement historical markers and interpretive displays that identify locally important historic and cultural sites and resources; and provides the public education about the area's development history, including tribal and Spanish settlement.	Planning, Parks and Recreation	Near-term	General Government CIP Fund, Development Incentives, Development Agreements, BID, LLAD, Public Art In-Lieu Fees
4.2 Main Street Sense of Place Plan	Following the adoption of the Specific Plan, prepare a Sense of Place Plan for the Crossroads and Main Street districts that prioritizes implementing streetscape, branding, and wayfinding improvements, including redesigning Main Street as a slow street with parklets and stormwater planters, and integrating the citywide branding program.	Planning, Economic Development, Public Works	Near-term	Grants, General Fund
4.3 Future Parks and Open Space	During the Development Review process, monitor the need for new public parks and open space to support the new population growth associated with future development, as guided by Figure 6.1 (Public Realm Framework). Work with private development to pay for or contribute to the construction of new parks or open space in the Plan Area.	Parks and Recreation, Planning	On-going	General Fund, Development Agreements, Development Incentives, Park In-Lieu Fees, BID, LLAD
4.4 North Main Street Park	Work with the Milpitas Historical Society to construct a town green and Milpitas Community Museum on the land north of the library, to celebrate the city's unique cultural diversity and heritage.	Parks and Recreation, Milpitas Historical Society	Near-term	Grants, General Government CIP Fund, Park In-Lieu Fees, BID, LLAD, EIFD, Development Incentives
4.5 Privately Owned, Publicly Accessible Open Space	Provide credit and partner with developers to develop privately owned plazas and publicly accessible open spaces, that provide social, contemplative, and active recreational development opportunities.	Planning, Parks and Recreation	On-going	Development Agreements, Development Incentives
4.6 Public Art	Work with developers and the City's Public Art and Mural programs to promote the use of public art as a placemaking feature in the Specific Plan Area, consistent with the Milpitas Public Art Master Plan.	Parks and Recreation, Planning	On-going	General Fund, Development Incentives, Public Art In-Lieu Fees, Development Agreements, BID, LLAD
5. INFRASTRUCTURE AND PUBLIC SERVICE IMPROVEMENTS				
5.1 Water Infrastructure Improvements	Implement the recommended water infrastructure improvements shown in Table 7-3, as needed to serve future development.	Public Works, Planning	On-going	Grants, Infrastructure Loans, General Government CIP Fund, Developer Incentives, Development Agreements, CFD, EIFD, User Fees
5.2 Sewer Infrastructure Improvements	Implement the recommended sewer infrastructure improvements shown in Table 7-4, as needed to serve future development.	Public Works, Planning	On-going	
5.3 Main Street Flood and Stormwater Infrastructure Study	Study the design and improvement of the stormwater infrastructure system to address flooding along Main Street as part of planned streetscape improvements to be developed in the Main Street Sense of Place Plan.	Public Works, Planning	Near-term	Grants, General Fund

TABLE 8-1: IMPLEMENTATION ACTIONS MATRIX				
TOPIC	IMPLEMENTATION ACTION	RESPONSIBLE LEAD	TIME FRAME	FUNDING OPTIONS
5.4 Stormwater Infrastructure Improvements	Implement the stormwater drainage improvements in Section 7.1, Table 7-1 and Table 7-2, with future development or planned public improvements along Main Street. Seek funding and implement the stormwater drainage improvements addressed in Action 5.3.	Public Works, Planning	Mid-term and Long-term	Grants, Infrastructure Loans, General Government CIP Fund, Developer Incentives, Development Agreements, CFD, EIFD, User Fees
5.5 Modeling and Analysis of Infrastructure Improvements	Through the Main Street Flood and Stormwater Infrastructure Study identified in Action 5.3 and the Main Street Sense of Place Plan, update the city's water, sewer, and stormwater models; evaluate the potential impact of the Specific Plan's build-out on the city's infrastructure systems; and identify needed improvements.	Public Works, Planning	Near-term	General Fund
5.6 Capital Improvement Program Updates	Update the city's Capital Improvement Program to reflect new infrastructure improvements identified by the above studies.	Public Works	On-going	General Fund
5.7 Gateway-Main Street Specific Plan Development Impact Fee and Nexus Study	Prepare a nexus study to create a development impact fee to fund Plan Area-wide public improvements established through the Basic Improvement Program. Consider providing incentives for projects that construct Basic Infrastructure Program improvements described in Section 8.5.2, Development Incentives.	Planning, Public Works, Finance	Near-term	Grants, General Fund
5.8 Public Safety	Ensure future development provides the resources to maintain reasonable standards of safety, dependability, and compatibility with police and fire service operations and rapid emergency response.	Public Works, Milpitas Fire Department, Milpitas Police Department	On-going	General Fund (supported by increases in tax revenues), CFD
5.9 Public Schools	Require new housing development to pay school facility fees to support the projected new school population growth in the Specific Plan Area.	Planning	On-going	School District Development Impact Fees

8.5.2 FUNDING STRATEGY

The following sub-sections outline various funding sources and financing mechanisms that may be utilized to finance the public improvements in the Plan Area that are shown in Table 8-1. Many of the funding sources described below are unpredictable due to uncertainty about the availability of funding from various grant programs, the level of funding that will be available from future Gateway-Main Street Development Impact Fees, outcomes from future negotiations with developers, and other factors. Therefore, the funding strategy must remain flexible and adaptable to adjust to changes over time.

Funding for public improvements can accrue on either a one-time basis (e.g., grants, payments from developers) or ongoing basis (e.g., annual property assessments). There may be a mismatch between the timing for availability of funds from certain revenue sources and when it will be necessary to pay certain costs, so that public improvements can be developed and ready when needed to serve new development. Often, it is necessary to "front load" development of public improvements, meaning that the improvements must be built in advance of the development that will ultimately benefit from them and generate the revenues that will help to pay for them. To address this, municipalities employ various debt financing tools to obtain necessary funds early in the development process, with the debt to be paid off over time by the development that is served.

Many of the improvements shown in Table 8-1 not only benefit new development but will also benefit existing development. The infill and redevelopment activity that the Specific Plan anticipates calls for an approach to funding that is different than the typical approach to funding public improvements in a "greenfield" area, where new development is essentially responsible for all of the costs of new public improvements. Rather, in a setting like the Plan Area, it will be necessary to identify funding

sources that do not rely exclusively on new development, including allocating costs between new development and existing development to the extent feasible and pursuing outside funding opportunities that do not rely on new development for revenues.

The following is a discussion regarding the types of funding sources and financing mechanisms that the City of Milpitas could potentially use to finance the Plan Area public improvements.

CITY OF MILPITAS GENERAL FUND AND GENERAL GOVERNMENT CIP FUND

The General Fund is the main operating fund for the City of Milpitas and is the least restrictive of all potential funding sources. The use of General Fund monies is at the discretion of the City Council. Major sources of revenue for the City's General Fund include property taxes, sales and use tax, and transient occupancy tax. The City of Milpitas has established the General Government Capital Improvement Program (CIP) Fund to account for construction and maintenance of most CIPs funded by the General Fund. The General Government CIP Fund is used to fund a variety of improvements that are identified in the CIP. Subject to the need to balance many budgeting needs, the City Council could decide to allocate funds from the General Fund or the General Government CIP Fund to finance any of the desired implementation items.

CITY OF MILPITAS DEVELOPMENT IMPACT FEES

The City of Milpitas may be able to fund some of the improvements that will be needed to implement the Gateway-Main Street Specific Plan using revenue from the City's existing development impact fees. The City of Milpitas charges impact fees on new development projects to fund infrastructure and improvements that are needed to address the impacts of new development. The City's existing impact fees include the Calaveras Boulevard Widening Traffic Impact Fee, the Storm Drain Impact Fee, and the Transit Area Specific Plan (TASP) Development Impact Fee. The Calaveras Boulevard Widening Traffic Impact Fee and the Storm Drain Impact Fee could potentially be used to fund improvements in the Plan Area. However, impact fees can only address the need for improvements that are attributable to the impacts caused by the projects that pay these fees, meaning that other sources of funding will be needed to address existing unmet needs or needs that are otherwise inconsistent with the improvements that the existing development impact fees are intended to address. The TASP Development Impact Fee is reserved for improvements in the Milpitas Metro Specific Plan (formerly the TASP) area and therefore improvements in the Gateway-Main Street Specific Plan Area would not be eligible for the use of these funds.

Like many school districts in California, the Milpitas Unified School District also assesses development impact fees on new development, with funds generated by the fees used to finance construction and reconstruction of school facilities. These funds will be used to help finance any school facilities that are needed to accommodate future growth in the student population within the Plan Area.

FUTURE GATEWAY-MAIN STREET DEVELOPMENT IMPACT FEES

The City of Milpitas intends to undertake a nexus study to develop a comprehensive development impact fee for the Gateway-Main Street Specific Plan Area to fund plan-wide public improvements and specific streetscape improvements that will be identified in the BIP. Like all impact fees, the future Gateway-Main Street Development Impact Fee will offset the cost of providing facilities that serve new development. Other sources of revenue will be necessary to address existing needs that are otherwise, unrelated to serving new developments and improvements not included in the BIP.

In addition, the City could choose to set impact fees at levels that are lower than the levels needed to fully address needs from new developments in order to avoid potential negative impacts on the financial feasibility of new development, leaving some improvements to be funded through other sources. Nonetheless, the Specific Plan development impact fee is anticipated to be an important source of financing for infrastructure and improvements in the Plan Area.

DEVELOPMENT INCENTIVES

The Specific Plan has established an incentive zoning system to allow for additional floor area and/or residential density for qualified projects. The purpose of the incentive zoning system is to incentivize the provision of certain project attributes, such as providing sustainable design features, open space, furthering economic development, and supporting the rehabilitation of existing buildings, or other actions. The City shall monitor and periodically consider refinements to improve the effectiveness of the incentive program.

The City could also consider expanding the incentive program to include incentives to projects that provide specified public infrastructure and improvements identified in the BIP list. Incentives could consist of additional floor area or exemptions from other development standards. The City could also offer impact fee waivers in exchange for providing up front improvements needed to implement the Specific Plan, particularly to the extent that improvements provided by developers are consistent with improvements that would otherwise, be financed using impact fees.

PARK IN-LIEU FEES

Park in-lieu fees are collected from residential developers that choose to pay an in-lieu fee rather than dedicate land for parks and recreational purposes within their project. The City uses funds from in-lieu fees to fund the construction and rehabilitation of City parks. Funds generated by park in-lieu fees provide a source of financing for Plan area improvements that are consistent with the intended use of these funds.

PUBLIC ART IN-LIEU FEES

The City of Milpitas has a Public Art Requirement for Private Development ordinance that requires developers to either install publicly accessible art valued at one half of one percent of the building Development Cost or pay the same amount into the Public Art Fund. The requirements apply to non-residential developments with more than 2,000 square feet of new construction and residential construction of 20 or more units. Residential developments with at least 20 percent affordable units can qualify for an exemption if the developer demonstrates that cost would cause the project to be economically infeasible.

AFFORDABLE HOUSING FEES

The City of Milpitas collects affordable housing fees from both residential and non-residential development. Fees collected from residential developments consist of in-lieu fees that developers can choose to pay instead of providing affordable units within a project in accordance with the City's inclusionary housing ordinance. Most non-residential developments in Milpitas pay an affordable housing fee per square foot for industrial uses, as well as for office, retail, and hotel uses. These funds may be a potential source of funding for affordable housing initiatives in the Gateway-Main Street Specific Plan Area.

ENTERPRISE FEES OR USER FEES

User fees and enterprise funds may provide a source of funding for improvements in the Plan areas. Fees collected from ratepayers that receive service from a particular City utility or "enterprise," such as water, wastewater, and stormwater, are collected to pay for the continued operations, maintenance, upgrades, and new facilities to serve the ratepayers. These may also be called "user fees" and are collected from users on an on-going basis as part of the utility billing process. Rate studies are performed routinely to adjust the enterprise fees to accurately reflect the true cost of delivery of services and the ultimate planned infrastructure to serve the City's ratepayers. The enterprise fees are reserved and restricted to only the service for which the fees are collected. Use of enterprise fees/user fees to pay for new or replacing or upgrading infrastructure may require an increase in rates. User fees may also include new parking fees, or other fees that are paid for the use of public facilities, either for day use or for special events.

DEVELOPMENT AGREEMENTS

For discretionary projects, a Development Agreement is a voluntary but binding contract between a property owner and the jurisdiction that outlines the rules and conditions for development. Structured negotiations between cities and developers are often conducted to obtain desired improvements in exchange for development rights through the development agreement process. To the extent that new developments in the Plan Area are subject to development agreements, the City may have opportunities to work with developers to include terms in development agreements that would require the provision of improvements noted in Table 8-1 above. The extent to which a new project can contribute to the provision of infrastructure depends on the project's specific economics, including the relationship between development costs and the revenues that the developer would collect from either leasing or selling the completed development.

BUSINESS IMPROVEMENT DISTRICT OR PROPERTY-BASED BUSINESS IMPROVEMENT DISTRICT

A business improvement district (BID) is a common type of self-taxing special assessment district that assesses business and/or property owners to fund maintenance, marketing, and other activities, including additional public services or improvements. Property owners within a BID agree to pay an additional property levy to fund improvements or services within the district.

To establish a BID, the City must adopt a resolution of intention. The BID is established if the resolution of intention is not protested by a majority of the affected taxpayers. Once formed, the BID is limited to those types of improvements or activities that were specified upon formation. A standard BID assesses the businesses located within the district. A property-based business improvement district (PBID) assesses the owners of property within the district. Although not common, BIDs and PBIDs can be established in overlapping areas.

Revenues from a BID or PBID could be used to guarantee issuance of a bond that could fund more significant improvements, such as signage and wayfinding, streetscape improvements, and parking and parking management improvements. BID or PBID revenue and associated bond proceeds would also be particularly valuable to the City in supporting water, sewer, and stormwater infrastructure replacement and upgrading which benefit existing Gateway-Main Street properties, but which are difficult to fund through increases in general user fees and/or development impact fees. To the extent that revenue exceeds that which is necessary to support debt service on bond issuance, surplus revenue could also be used to support ongoing maintenance of infrastructure and improvements in the plan area, as well as for assorted programming in the plan area. Prior to forming a BID or PBID, the City should assess the ability of the affected parcels to support an additional assessment without imposing undue economic strain.

COMMUNITY FACILITIES DISTRICT

State law, under the Mello-Roos Community Facility Act of 1982, enables local governments to establish special districts in which a special tax is levied to generate money to pay for public improvements and services. The district can also issue bonds that are secured with liens against the participating properties, repaying the bonds with annual special tax proceeds, or the revenue can be used to fund improvements or services on a pay-as-you-go basis. Mello-Roos community facility district (CFD) formation may be initiated by the City Council or by property owner petition. Because CFD levies are considered a special tax, district formation requires approval of either two-thirds of the registered voters (if there are more than twelve registered voters living in the area) or two-thirds of the affected property owners (if there are 12 or fewer registered voters). As opposed to a special benefit assessment district, a special tax district does not have to allocate the burden of the levy among property owners strictly on the basis of proportional benefit, meaning there is greater flexibility to structure the levy to meet project funding needs. A key consideration in establishing a CFD is the degree to which the participating properties could support an additional tax levy without imposing undue economic strain.

The Transit Area Specific Plan (now the Metro Plan) created a CFD to utilize a portion of the Plan Area's property tax revenues to fund services and maintenance of certain public improvements, such as police and fire protection services, public lighting, storm protection, and hazardous cleanup in the Plan Area. A similar CFD could fund public improvements in the Gateway-Main Street Plan Area.

LANDSCAPING LIGHTING ASSESSMENT DISTRICT

A landscaping and lighting assessment district (LLAD) is a type of special district established by a local government to finance the costs of landscaping and lighting in public areas. Revenues are most often used toward the installation and maintenance of landscaping, statues, fountains, general lighting, traffic lighting, recreational and playground equipment, and public restrooms. Revenues can also be used to back revenue bonds, which can fund acquisition of land for parks and open space, as well as the construction of community centers, auditoriums, and other similar public uses. By law, the levy associated with a LLAD cannot be tied to the value of land or improvements but must be established using a "benefit formula" that allocates benefits and costs to providing service to each parcel. A majority vote is required to establish a LLAD, as well as to increase the assessment rate. Prior to forming a LLAD, the City should assess the ability of the affected parcels to support an additional assessment without imposing undue economic strain.

ENHANCED INFRASTRUCTURE FINANCING DISTRICTS

Enhanced infrastructure financing districts (EIFDs) are a funding mechanism that was signed into law to serve as a post-redevelopment tool in 2014. The purpose of EIFDs is to finance a wide array of infrastructure projects with "communitywide significance," from parks and brownfield remediation to transit improvements and affordable housing. An EIFD can be created by a city, county, or joint powers authority to fund specific infrastructure and economic development projects. EIFDs can also leverage multiple funding streams to achieve these goals—including tax increment, assessment revenues, user fees, and other sources such as state and federal grants. An EIFD can be established without voter approval and does not require an affordable housing set-aside. EIFDs may not issue debt without a 55 percent vote of the District's registered voters, nor can revenues be used to fund ongoing maintenance and operations. An important consideration in the formation of an EIFD is how much revenue could be generated, based on the portion of the property tax increment that the City controls, and how much of that increment could be dedicated to funding plan area improvements versus the amount that is needed to fund increases in ongoing General Fund operations and maintenance costs for various City services that the Plan Area will also need.

GRANTS

Grants are available from a variety of public agencies and private foundations. Because there is uncertainty about the availability of funding from various grant programs, including future grant programs not known at this time, the level of funding that will be available from grants is unpredictable. A key role for the City of Milpitas will be to monitor and pursue grant opportunities for Plan Area improvements, including grants addressing storefront and streetscape improvements, pedestrian/bicycle/micromobility transportation, infrastructure improvements, flood control, roadway construction, and sustainable/livable communities.

Potential sources of grant funding are described below. It should be noted that this list of funding opportunities should not be considered exhaustive and may be subject to change over time.

SANTA CLARA COUNTY MEASURE B

In 2016, Santa Clara County voters approved Measure B, a 30-year, half-cent countywide sales tax to enhance transit, highways, expressways and active transportation (bicycles, pedestrians and complete streets). The City has used Measure B funds to finance prior projects in the City's CIP.

TRANSPORTATION DEVELOPMENT ACT ARTICLE 3

The Metropolitan Transportation Commission (MTC) administers the Transportation Development Act Article 3 (TDA-3) funding program for pedestrian and bicycle projects within the nine-county MTC region. The funding is generated by a quarter-cent sales tax assessed statewide for transportation improvements.

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES

The California Strategic Growth Council administers the Affordable Housing and Sustainable Communities (AHSC) program to provide affordable housing and transportation infrastructure funding for transit-oriented development and related infrastructure projects that reduce greenhouse gas (GHG) emissions. Eligible projects may include affordable housing developments; active transportation improvements, such as sidewalks, paths, and bike lanes; transportation-related amenities, such as bus shelters, benches, or shade trees; and other programs that demonstrate improvements to the connectivity and accessibility of jobs and housing, increase options for mobility, reduce air pollution, and encourage infill development.

ACTIVE TRANSPORTATION PROGRAM

The Caltrans Active Transportation Program (ATP) consolidates funding from various transportation programs at both the state and federal level, including the federal Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and Safe Routes to School program. The purpose of the ATP is to encourage and increase use of active modes of transportation, including walking and biking, as well as the safety and mobility of non-motorized users. Eligible projects may include infrastructure projects, such as capital improvements; non-infrastructure projects, such as education, encouragement, and enforcement activities; combination projects, such as those that combine infrastructure and non-infrastructure projects; and transportation plans located in disadvantage communities, such as community-wide bicycle, pedestrian, safe routes to school, or other active transportation plans.

COMMUNITY DEVELOPMENT BLOCK GRANT

The City of Milpitas is designated as an entitlement jurisdiction under the U.S. Department of Housing and Urban Development (HUD) Community Planning and Development (CPD) program and is therefore eligible for formula-based funding allocations under the Community Development Block Grant (CDBG) entitlement program. CDBG funds can be used to support a wide array of public services and infrastructure improvements, so long as they provide benefits to low- and moderate-income persons, prevent or eliminate slums or blight, or help to remediate urgent threats to the health or welfare of the community for which other funds are not available. Use of entitlement funds is guided through the preparation of a five-year Consolidated Plan, as well as annual action plans. Upon completion of the next Consolidated Plan in 2026, the City may elect to allocate CDBG funds towards implementation of the Gateway-Main Street Specific Plan, though this may divert resources from other City priorities.

LOW-INTEREST INFRASTRUCTURE LOAN PROGRAMS

The City of Milpitas could consider applying for funds from a variety of low-interest loan programs that provide funding for infrastructure projects. Potential sources of low-interest loan funding are described below. It should be noted that this list of funding opportunities should not be considered exhaustive and may be subject to change over time.

INFRASTRUCTURE STATE REVOLVING LOAN FUND

The California Infrastructure and Economic Development Bank (I-Bank) manages the Infrastructure State Revolving Fund (ISRF) program to provide loans to public agencies and non-profits for a wide variety of public infrastructure and economic expansion projects. Eligible project categories include rehabilitation of city streets, rehabilitation and/or replacement of water and wastewater treatment facilities; new parks and recreational facilities; flood control measures; educational, cultural, and social facilities; goods movement related infrastructure; and expanded public transit. The ISRF program could potentially be used to fund a variety of the planned improvements, including water, sewer, and stormwater infrastructure improvements and flood prevention improvements.

DRINKING WATER STATE REVOLVING FUND

The Drinking Water State Revolving Fund (DWSRF) is part of a long-standing partnership between the State of California and the United States Environmental Protection Agency (EPA). Similar to the ISRF, the program makes low-cost financing available to local jurisdictions and water and sanitation districts, to facilitate infrastructure improvements and upgrades that ensure safety and availability of public water systems. Projects eligible for the DWSRF program include the rehabilitation, replacement, or installation of water distribution and transmission improvements that bring water pressure to safe levels or prevent contamination due to leaky pipes, among other eligible improvements. To the extent that some of the infrastructure improvements identified in Table 8-1 align with the eligibility criteria for these funds this loan program could provide a source of financing for implementation.

CLEAN WATER STATE REVOLVING FUND

The Clean Water State Revolving Fund (CWSRF), similar to the DWSRF, provides low-cost financing to protect California's waters from pollution. CWRF provides below-market interest rates, 30-year financing, loan forgiveness, and is compatible with other funding sources. A wide range of projects, from treatment works to stormwater management to water conservation, are eligible. The City could evaluate whether any of the infrastructure improvements identified in Table 8-1 are consistent with the eligibility criteria for these funds.

www.ascent.inc