



4 Development Policies for Plan Subdistricts

The Transit Area is intended to be a cohesive neighborhood identified by a similar look and feel in its public spaces and a consistent orientation toward walking and transit usage. However, the area is bisected by regional arterial roadways and rail lines, naturally creating discrete areas with varying development environments. As a planning and development strategy, therefore, this Specific Plan has created subdistricts to capitalize on and accommodate these traits. Each subdistrict has a carefully chosen plan of land uses, local street grid, and open space assigned to it to generate a character that takes into account existing and future physical conditions as well as expected market demand. Also, each one contains at least a basic amount of park land and retail. The subdistricts, which are defined in Figure 4-1, are labeled according to their location:

- Montague Corridor
- Piper/Montague
- BART Station Area

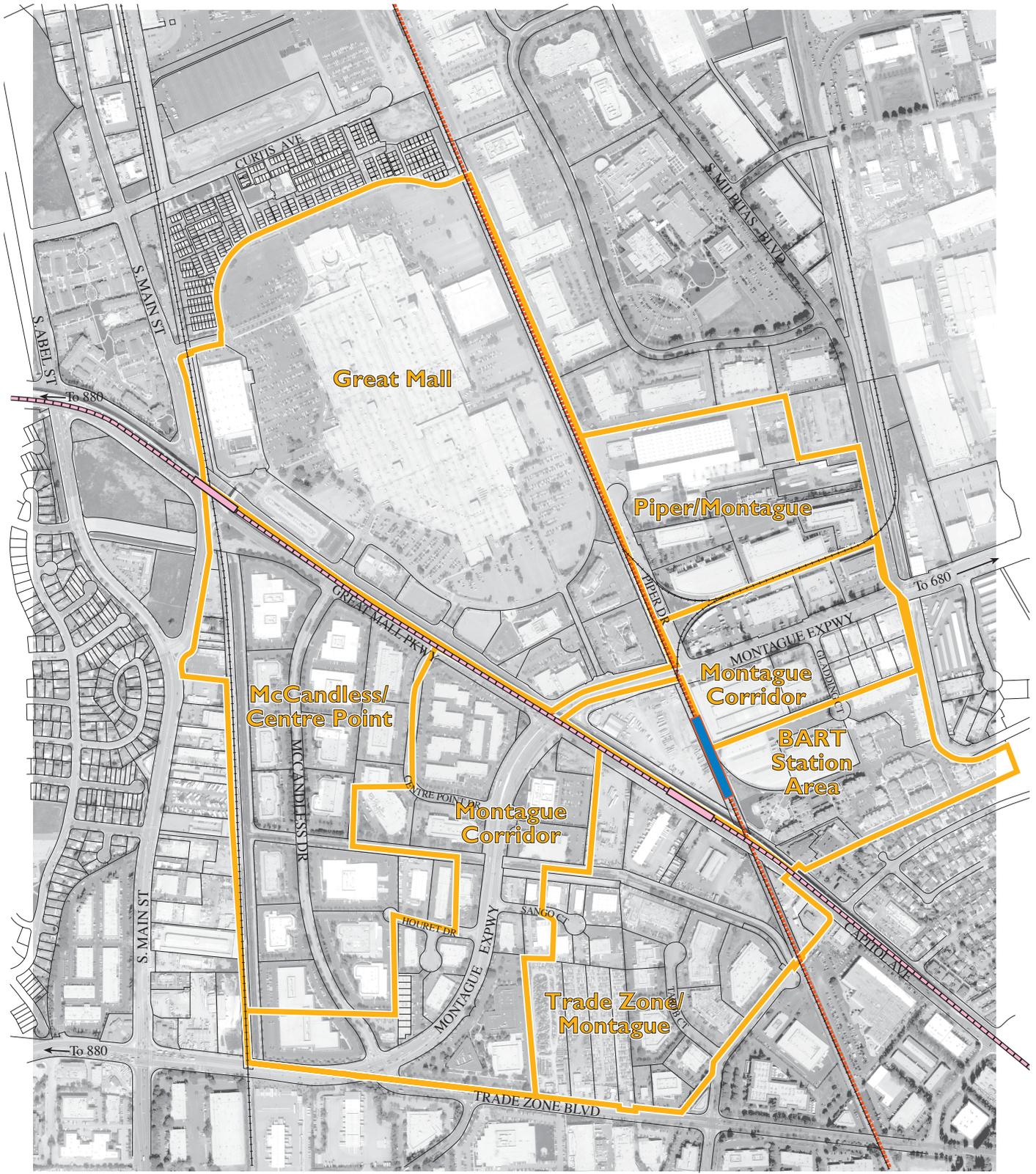
- Trade Zone/Montague
- McCandless/Centre Point
- Great Mall

This chapter contains policies at a subdistrict level which establish requirements for public agencies, private developers and property owners. Policies are numbered sequentially through the chapter, and also contain a letter code related to their subdistrict, such as “MON” for the Montague Corridor. Building-level design and development standards that apply across the Transit Area are provided in Chapter 5.

4.1 MONTAGUE CORRIDOR

The Montague Corridor subdistrict encompasses the properties fronting Montague Expressway, which is a broad, high volume thoroughfare that is anticipated to become wider and experience an even greater volume of traffic by the time of Plan buildout. The redevelopment of the corridor provides the opportunity to provide a distinct and positive identity to the City and the Transit Area, by creating a grand boulevard style with lush landscaping and a row of high profile buildings. Furthermore, a proper ratio of building height to street width along Montague Expressway will establish a sense of place. Given the roadway’s width, this means the Montague Corridor provides the best location for much of the intense development that is called for near a major transit station. The future look of the Montague Corridor is illustrated in Figure 4-2, and the subdistrict plan is shown in Figure 4-3.

The following policies and standards are intended to support these objectives and opportunities.



- Subarea
- - - - - Proposed BART Line
- - - - - VTA Light Rail Transit
- - - - - Union Pacific Railroad and Railroad Spur

Figure 4-1
Subdistricts



High rise buildings 12 stories tall are encouraged along Montague Expressway (Long Beach, CA)



Office buildings with a deep landscape setback are appropriate for the Montague Corridor (Santa Monica, CA)



Residential buildings with a deep landscape setback are appropriate for the Montague Corridor (Santa Clara, CA)

Policy 4.1 (MON): High rise buildings are encouraged along Montague Expressway.

Montague Expressway is an appropriate location for high rises because the street is very wide, there will be ample landscape setback between the expressway and the buildings, and the high rises will not be next to single family homes. The high rise buildings are expected to be 8-12 stories, but along the Montague Expressway corridor buildings up to 24 stories are allowed with design review to ensure compatibility with adjacent development.

Policy 4.2 (MON): New curb cuts and auto access onto Montague Expressway are strongly discouraged, unless specifically indicated on the Plan map.

Right-in/right-out may be permitted in special circumstances, subject to approval by the County, which manages Montague Expressway. Access to building parking areas shall be from minor collectors and local streets, not Montague Expressway.

Policy 4.3 (MON): Parcels fronting Montague Expressway are permitted to contain residential, employment, or hotel uses.

Individual buildings can contain a mix of uses or a single use. There are no restrictions on which land uses can be adjacent to other uses. Employment uses include office, retail, and medical uses.

Policy 4.4 (MON): A 45 foot wide, landscaped setback is required from the future right of way line of Montague Expressway.

A landscaped setback creates a strong attractive image for the Transit Area, offers an attractive view to residents or employees in the buildings, and provides a buffer from the heavy traffic volumes and automobile exhaust. The setback will contain a double row of trees and a continuous sidewalk, as shown in the Street Sections in Chapter 5. The future right of way refers to Montague Expressway after its planned expansion to eight through-lanes.

Policy 4.5 (MON): New development along Montague Expressway must dedicate land, such that a total of 79 feet from the roadway centerline is provided, to accommodate the future Montague Expressway widening project.

The County plans to widen Montague Expressway to eight lanes throughout the Transit Area. As far as the City is aware, the County plans to expand the public right-of-way to extend 79 feet from either side of the existing roadway centerline. Properties will have varying dedication requirements, depending on the current roadway configuration, and some properties may not have to dedicate any land. The City does not know the County’s plans for setbacks, sidewalks, or vegetation within the future right-of-way. However, the landscaped setback required by this Specific Plan for development along Montague Expressway must be measured from this future right-of-way.



Figure 4-2
Montague Corridor Rendering

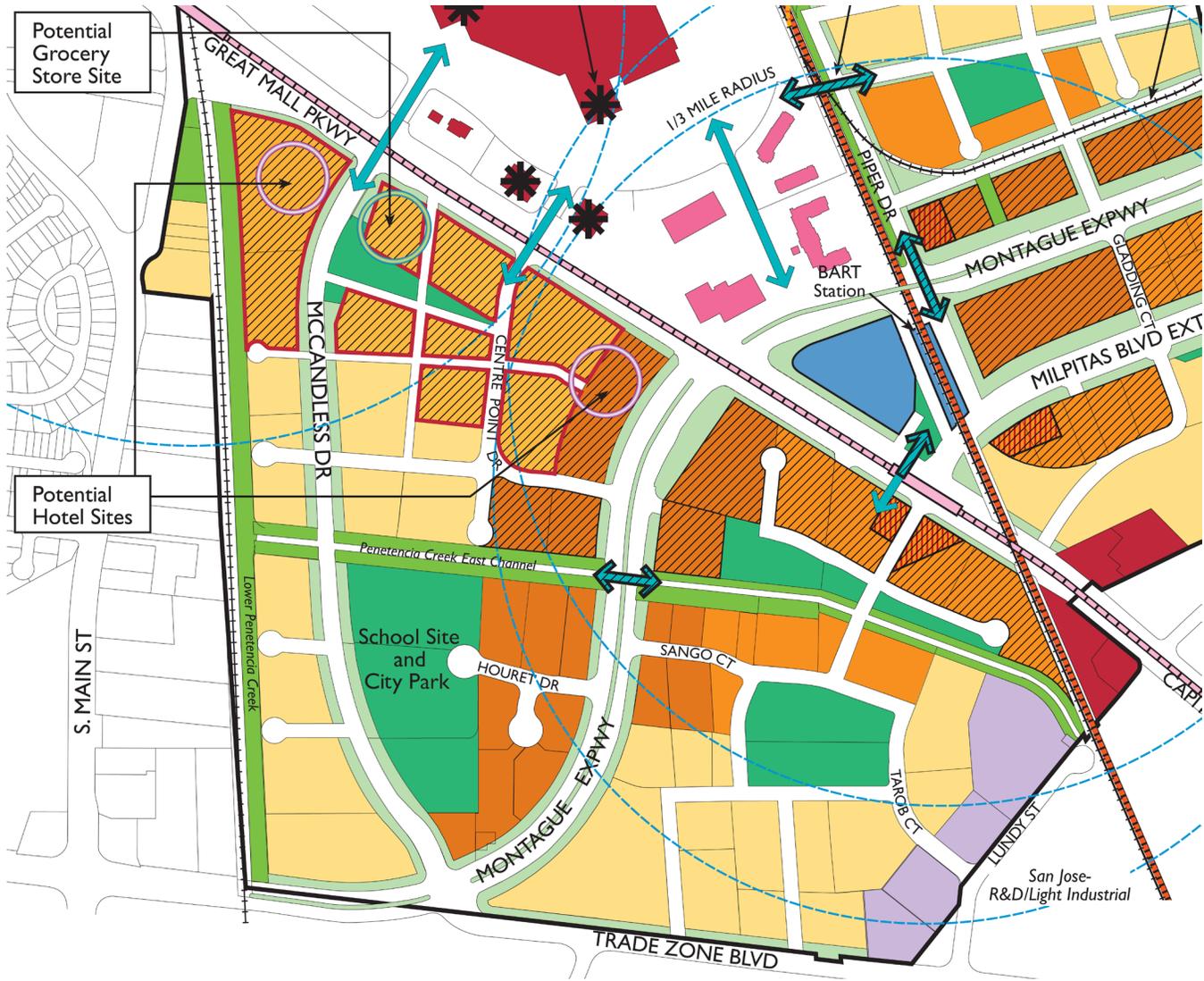


Figure 4-3
Montague Corridor Subdistrict Plan

Policy 4.6 (MON): Buildings will be designed with facades facing Montague Expressway.

A building entrance shall be provided facing onto Montague Expressway. The facades facing Montague Expressway shall not have blank walls, service entrances, or other features that make the façade look like the back side of a building. Building facades should contain punched openings similar to window openings, cornice or other details at the top of the building, and any sloping floors must be concealed. Parking structures may only front on Montague Expressway if the façade facing the expressway is of a design quality equivalent to habitable space.



Piper Montague will largely consist of 3-4 story townhouses (San Mateo, CA)

4.2 PIPER/MONTAGUE

The Piper/Montague subdistrict is located very close to both the future BART station and the Great Mall, although separated from these destinations by Montague Expressway and rail tracks respectively. Pedestrian bridges are proposed to span these barriers and ensure walkability by residents to those major transportation, commercial, and job hubs. The objective of this Specific Plan is for Piper/Montague to become a comfortable, high-quality residential neighborhood providing high densities near transit and shopping. The area is large enough to have multiple blocks where residents can stroll or take an evening walk through the neighborhood. Two urban parks are provided so that the many of the residential units in the area enjoy a view of a park from their windows. A rendering of the subdistrict's possible future appearance is shown in Figure 4-4, and the subdistrict plan in Figure 4-5.



Homes on tree lined streets looking out over a park is the desired character for Piper Montague (San Mateo, CA)

LAYOUT AND CIRCULATION

Policy 4.7 (PIP): Planting strips and street trees shall be placed along all streets, between the curb and the sidewalk, to provide an attractive landscaped appearance for this high density neighborhood.

Setback distances and the arrangement between the street, sidewalk, building, and vegetation can be seen in Chapter 5. Trees will be placed in such a way to ensure emergency access to residential units by fire department equipment.

Policy 4.8 (PIP): Provide on-street parking on all internal streets, including Piper Drive, to provide parking for guests and residents.

See the street sections in Chapter 5 for details on parking lane configuration and width.



Small block sizes will provide easy and direct access to BART, light rail, and the Great Mall (Dublin, CA)



Figure 4-4
Piper/Montague Illustrative Rendering



Figure 4-5
Piper/Montague Subdistrict Plan

Policy 4.9 (PIP): Create a street grid with small size blocks of not more than four acres that provides easy and direct access for pedestrians to walk from the Piper/Montague subdistrict to BART, light rail, and the Great Mall.

A fine-grained street grid will provide the shortest pedestrian connections, keep automobile speeds lower due to frequent intersections, prevent monolithic building design, and provide the fire department with multiple access points to emergencies.

Policy 4.10 (PIP): Provide a main access street onto Milpitas Boulevard in the location shown in the Plan Map, one block north of the existing railroad spur tracks.

Policy 4.11 (PIP): Continue to provide access onto Montague Expressway from Piper Drive.

Details on the appearance of Piper Drive are included in Chapter 5.

Policy 4.12 (PIP): Create a cul-de-sac street off Montague Expressway that is right-in/right-out only as shown on the Plan Map. If and when the train spur is removed, extend that street northward into the rest of this subdistrict.

This cul-de-sac will provide easy auto access to the neighborhood retail location located to its immediate west, help maintain the Transit Area's small grained blocks, and aid emergency services in reaching buildings along Montague Expressway.

Policy 4.13 (PIP): Provide landscape buffers along the northern property line of the subdistrict, the railroad spur, the PG&E substation, and South Milpitas Boulevard, and at least 30 feet deep along the BART track.

These buffers will be constructed and maintained by the adjacent private properties. Buffer distance shall be measured from the outside edge of the track. Sound walls are also likely to be required along railroad tracks. They may be located within the landscaped buffer area along the tracks.

Policy 4.14 (PIP): Create a pedestrian connection from the Piper/Montague subdistrict to the Great Mall, crossing the railroad tracks and BART line.

The final location and height of the pedestrian crossing will be determined based on the BART line design, the railroad spur track location, and conditions on adjoining properties to the west of Piper Drive.

Policy 4.15: Safety fencing or solid walls shall be installed along all Union Pacific rail lines along Piper Drive. Consultation with UPRR and CPUC will be required prior to any project related activities within UPRR right-of-ways. Improvements may be required, including but not limited to: pedestrian gates, pavement markings, and "no trespassing" signs.

LAND USE

The land uses, residential densities, and commercial intensities permitted in various land use categories are explained in Chapter 3.

Policy 4.16 (PIP): The Piper/Montague subdistrict should be developed with the greatest building heights and densities closest to BART and Montague Expressway, with a transition to lower heights and densities further away.

Policy 4.17 (PIP): The Piper/Montague subdistrict shall include two small parks to serve residents of the area.

The parks will provide for passive recreation such as walking, jogging, and dog walking, as well as seating areas. In addition to providing recreation area for residents, the parks will serve as a visual amenity and character defining element for the neighborhood. The parks shall be located as shown on the Plan Map, in order to maximize the number of units that look onto them—which will provide security for the parks and enhance property values. The parks will include trees in order to create an attractive outlook for residential units that face the park.

Policy 4.18 (PIP): At least one tot lot for young children shall be located in the subdistrict.

Policy 4.19 (PIP): Streets must be located along at least two, preferably three sides of each park, to ensure accessibility and provide a buffer between private and public land.

If approved by the Planning Commission, a park can also have public streets on two sides and a public right-of-way such as a railroad track along the third side.

Policy 4.20 (PIP): During the 20-year planning period, the Union Pacific spur and turnaround tracks should be removed from the residential neighborhood to achieve the livability goals of this plan.

The spur tracks should be eliminated or relocated to the northern boundary of the subdistrict. As long as the spur track remains in place, Union Pacific may use it for freight train turnaround, and pursue one of the options below if and when the spur track is removed:

- Relocate the train turnaround along the northern boundary of the subdistrict, or
- Make operational changes at the railroad such that trains using the spur track are equipped with an engine on the front and the back and thus do not need to turn around.



Provide small urban parks that provide a pleasant outlook for residences and offer possible recreation opportunities (Milpitas, CA)



Provide neighborhood serving retail within the Piper Montague Subdistrict (Dublin, CA)

Policy 4.21 (PIP): *A small amount of neighborhood-serving retail shall be located in the Piper/Montague subdistrict as indicated in the Plan Map, Figure 3-1, to serve its residents as well as other users of the area.*

The neighborhood serving retail should be located along Montague Expressway or Milpitas Boulevard so the business can benefit from the visibility and access of those major arterials. A suggested location is shown on the Plan Map. The property owner of the site designated for neighborhood retail must either provide space for that land use or make legally binding arrangements for it to be located elsewhere within the Piper Montague area.



High density mixed-use, with ground floor office or retail, will be located near the BART station (San Mateo, CA & San Francisco, CA)

4.3 BART STATION SUBDISTRICT

The BART Station subdistrict constitutes the area neighborhood located south of Montague Expressway and east of Capitol Avenue—immediately adjacent to the future BART train and bus transfer station, as well as the existing “Montague” VTA light rail station. Given the incredible transit options in this subdistrict, it will focus on providing high-density residential near transit, while at the same time accommodating BART needs such as parking and drop off areas. An extension of Milpitas Boulevard will give access to the neighborhood and to BART. The Subdistrict plan is shown in Figure 4-6.

The vision for the BART Station subdistrict is to create a residential district that is distinctly related to the train station. Unlike the areas around other BART stations which are surrounded by surface parking, this Specific Plan envisions an urban mixed use neighborhood where the BART station and its ancillary structures face onto streets and are part of the neighborhood. Buses should drop off patrons along streets instead of in a separate bus transfer yard. Parking structures should be designed to be compatible with adjacent housing, to have pedestrian-oriented active commercial use on portions of the ground floor; and to be wrapped with housing and/or locate housing above parking.



An urban mixed use neighborhood that provides high density residential near transit is the desired character for the BART station subdistrict

The plan for this subdistrict has been prepared based on knowledge of plans for BART at the time of writing, but many design and engineering questions remain. The City has taken an official position opposing an overhead BART line, and supporting the BART line either in a retained cut or underground. A fully underground BART line is desired because it will create an integrated and pedestrian oriented area around the BART station; with the retained cut there will be large open vents that obstruct pedestrian circulation and create an unsightly barrier. How the BART line will cross Light Rail line and Capitol Avenue is also an unknown; there may need to be grade changes to Capitol

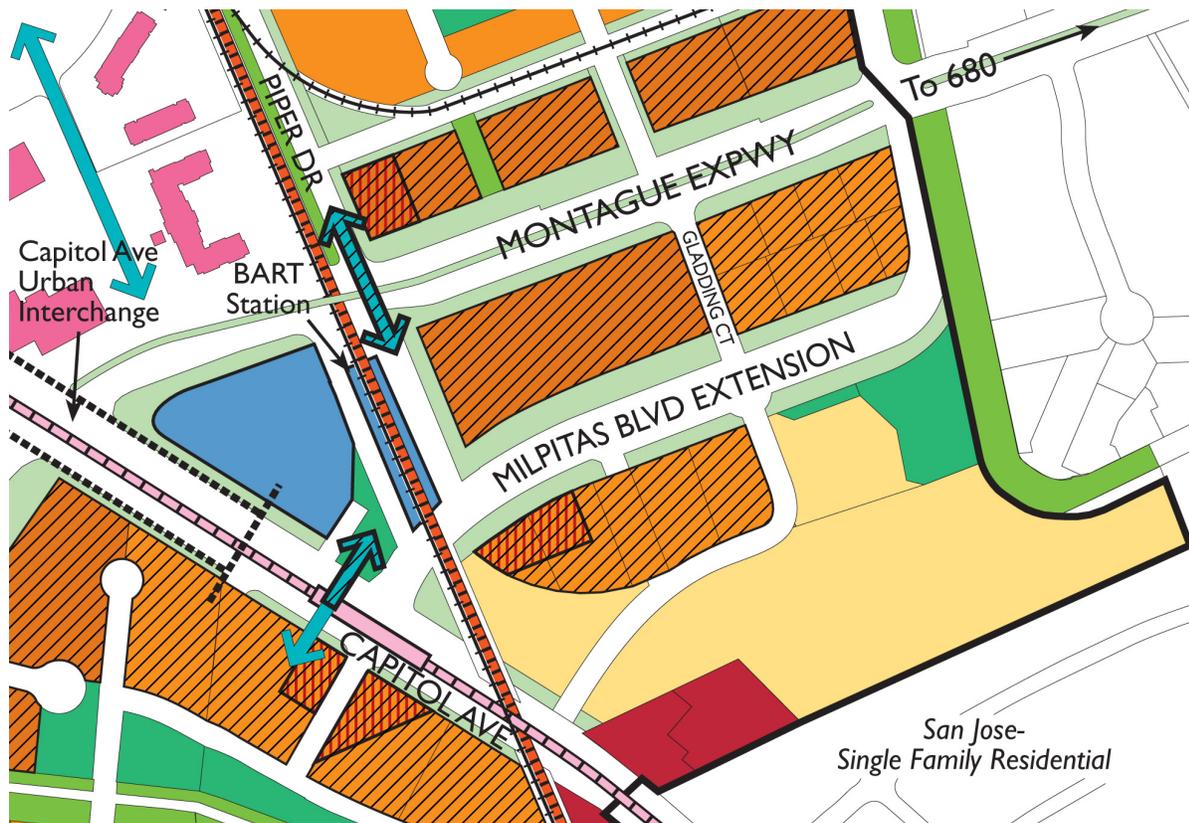


Figure 4-6
BART Station Subdistrict Plan

Avenue to accommodate the BART line crossing. Finally, the location and configuration of parking for BART will depend on land acquisition by VTA. These decisions will affect the public space and circulation of the subdistrict, as well as the character of the surrounding neighborhood.

Two optional locations likely to be considered for the BART parking structure(s) are the sites immediately east and west of the BART station. Figure 4-7 shows an illustrative layout prepared by the City's consultant team, with the parking located on the west side of the BART line. Bus bays are along streets beside the station. Figure 4-8 shows the proposal by VTA, with parking located on the east side of the BART station.

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

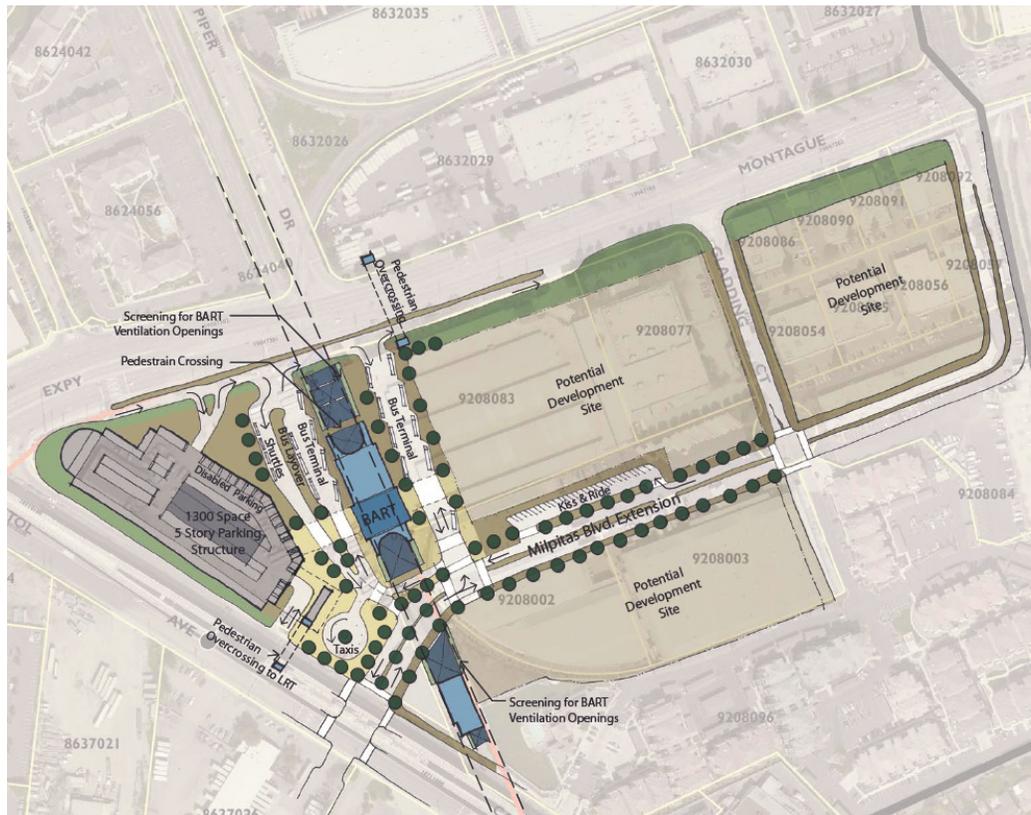
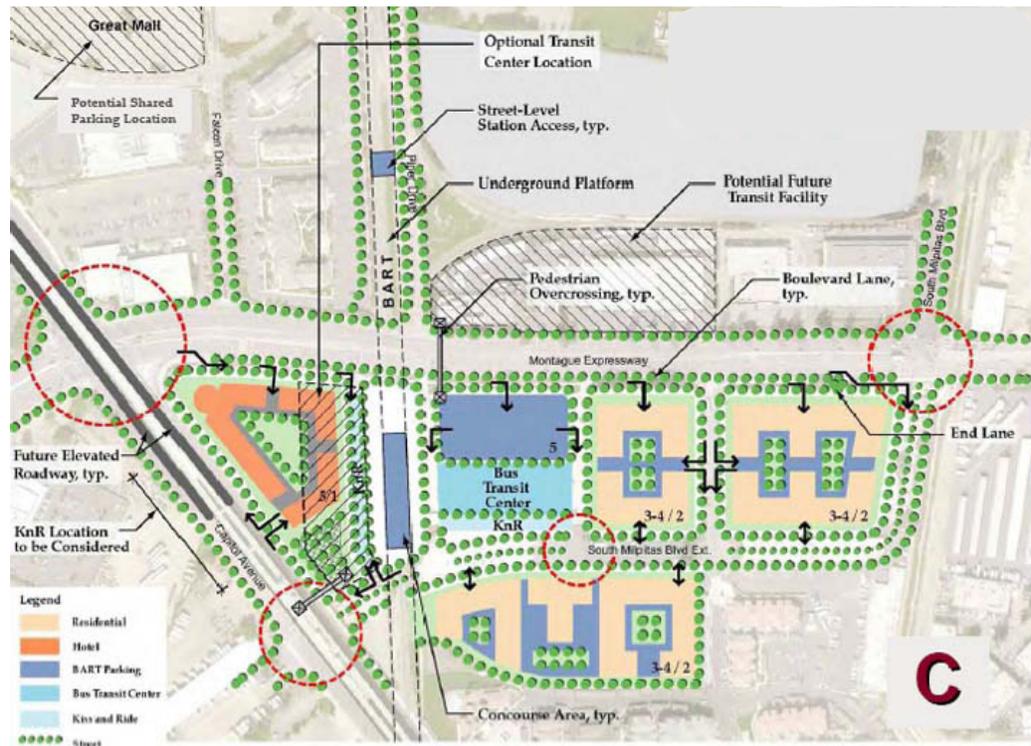


Figure 4-8
VTA Proposed Layout
of BART Station Area



LAYOUT AND CIRCULATION

Policy 4.22 (BART): *Extend Milpitas Boulevard south to serve the future BART Station. Include a median, wide sidewalks, and double row of street trees as shown in Figure 5-10 in Chapter 5.*

The double row of street trees and the median are necessary to create an attractive and livable residential environment and buffer the residential uses from BART traffic, through traffic, and bus traffic. Unlike other internal streets in the Transit Area, the Milpitas Boulevard Extension will not have street parking. It will have bike lanes.

Policy 4.23 (BART): *If the Milpitas Boulevard extension is constructed prior to the termination of Union Pacific rail line at Montague, an interim at-grade crossing will need to be constructed. The crossing shall be designed with adequate controls to restrict vehicular and pedestrian access during train crossings.*

Policy 4.24 (BART): *Build a pedestrian overcrossing or undercrossing across Montague Expressway to connect the BART Station to the Piper/Montague Area and the Great Mall.*

Ideally this connection would be integrated into the station itself, although it must allow people to directly access the Piper/Montague and BART Station subdistricts without having to pay BART fare.

Policy 4.25 (BART): *Create a safe and attractive at-grade pedestrian crossing at Milpitas Boulevard and Capitol Avenue to provide access to the BART Station area for people who live and work in the Trade Zone/Montague area.*

Policy 4.26 (BART): *Create an access road parallel to Montague Expressway that allows auto traffic and buses to slow down and enter the streets along the BART line and the BART facilities.*

Policy 4.27 (BART): *Separate BART and bus traffic from the residential area to the maximum extent feasible.*

Policy 4.28 (BART): *Locate bus bays along streets immediately adjacent to the BART station.*

This is a more urban solution consistent with a transit village and conserves space for transit-oriented development. Having a separate bus drop off yard would create a large paved area which is not pedestrian friendly and which detracts from the value and livability of the adjacent residential development.

Policy 4.29 (BART): *BART parking garage(s) should be scaled and designed to integrate into the district.*



BART parking garages should include retail at the ground floor, and be wrapped with office or residential uses (Boulder, CO)



BART parking garages should be designed with punched openings, cornices, and other details so they have a design quality equivalent to residential or office buildings (Boulder, CO)



Encourage food vendors in the BART Station Plaza (Pasadena, CA)



A residential building with live/work lofts on the ground floor—could be a good type for the BART Station subdistrict (Oakland, CA)

BART and VTA should avoid constructing buildings whose large scale and location divide the BART station from the surrounding residential district. A parking garage will be located on the corner site, where a five story building would be appropriate.

Policy 4.30 (BART): BART parking garages should generally be no more than 400 feet long on any one side.

Policy 4.31 (BART): BART parking garage facades facing streets should be designed with a design quality equivalent to residential or office buildings. Building facades should contain punched openings similar to window openings, a cornice, or other details at the top of the building, and any sloping floors must be concealed.

Policy 4.32 (BART): Provide access to the parking garage from either Capitol Avenue and/or Montague Expressway, with stacking lanes to keep cars off of those busy streets.

Policy 4.33 (BART): Create a BART station plaza that concentrates pedestrian activity from the garage, the BART station entrance, the BART drop off areas, and the pedestrians coming from the Trade Zone/Montague area.

Policy 4.34 (BART): Locate the kiss-n-ride and disabled parking along the Milpitas Boulevard extension.

Policy 4.35 (BART): Add kiosks and encourage food vendors between the light rail and BART stations, next to the plaza that serves BART riders, light rail riders, and residents.

This will enliven the BART plaza, provide needed services for residents, and provide eyes on the street that enhance security.

Policy 4.36 (BART): Provide 30 foot landscape setbacks with a double row of trees between the BART track and residential buildings.

The landscaping will be alongside the residential structure(s) on the east side of the BART access road and will be maintained by that property. The setback, which should be at least 30 feet measured from the outside edge of the track and not less than 20 feet from the property line, may include a sound-wall if necessary to comply with the City’s noise level standards.

Policy 4.37 (BART): Provide a minimum 20 foot landscaped buffer between Capitol Avenue and any BART garage and other BART facilities located along Capitol Avenue.

The buffer should include at least two rows of trees by using street trees (in the right of way if feasible) and a row of trees on the BART facilities site.

LAND USE

Policy 4.38 (BART): Create a residential neighborhood focused on Gladding Court and Milpitas Boulevard.

Housing units should face these streets, which will provide landscaped and direct connections to the BART and light rail stations.

Policy 4.39 (BART): Provide a small amount of neighborhood commercial use, located adjacent or across the street from the BART station.

The retail site should be visible from the main BART entrance and exit.

Policy 4.40 (BART): The BART Station subdistrict retail establishment should be no less than 5,000 square feet in size and shall be located on the ground floor.

The property owner of the site designated for neighborhood retail must either provide space for that land use or make legally binding arrangements for it to be located elsewhere within the BART station area, for example at the ground floor of the BART Parking Structure.

Policy 4.41 (BART): The site at the corner of Montague Expressway and Capitol Avenue is the preferred location for a BART parking structure and other facilities.

This parcel is not a good site for residential uses because it is surrounded on all sides by very high volume traffic streets and by the BART line itself. It could be a good site for office or hotel, if BART facilities end up being located elsewhere. If transit facilities are not built on the corner parcel at Montague Expressway and Capitol Avenue, the site will be designated as Boulevard Very High Density Mixed Use.

Policy 4.42 (BART): Provide a 45 foot landscaped setback from the future right of way line of Montague Expressway, consistent with private development requirements in the Montague Corridor, to create an attractive landscaped boulevard.

Planting and sidewalks will be consistent with the landscape design for the entire Montague Expressway corridor as shown in the street sections in Chapter 5.



Housing fronting on a large park is the desired character for Trade Zone/Montague (Dublin, CA)



Existing businesses on Sango Court have the right to remain



Create street connections, bike connections, and pedestrian connections across the creek channel



Create a landscaped trail along the drainage channel

4.4 TRADE ZONE/MONTAGUE

The Trade Zone/Montague subdistrict is located east of Montague Expressway and south of Capitol Avenue, extending to the city limits on Trade Zone Boulevard and Lundy Street. The subdistrict will be an attractive residential district, with ample green space in the form of a sports field and a creekside park, plus trails along Penitencia Creek. Capitol Avenue and Montague Expressway will be flanked by mid-rise and high-rise mixed use buildings that will buffer lower density residential uses from traffic and BART noise. The subdistrict is also extremely convenient for transit users, as it is located directly adjacent to the BART station and VTA light rail. Existing industrial uses along Lundy Street are intended to remain in place. The subdistrict plan map is shown in Figure 4-9.

LAYOUT AND CIRCULATION

Pedestrian access through this subdistrict is critical for residents to be able to walk to the BART and light rail stations. In addition, the planned street system creates the opportunity for a loop through the neighborhood, separate from the arterial street system, so residents do not have to go onto the arterials to see neighbors, go to neighborhood retail, drop off someone at BART, or other local activities. This loop can also serve as a walking and jogging route within the neighborhood.

Policy 4.43 (TR-M): Create a new street that aligns with the Milpitas Boulevard Extension with a traffic signal that allows left and right turns from Capitol Avenue.

This street is needed to allow access into this area.

Policy 4.44 (TR-M): Create an interior street parallel to Capitol Avenue

This street is meant to provide access for the parcels fronting Capitol Avenue and to create a “quiet front door” and “residential character” for the residents.

Policy 4.45 (TR-M): Do not locate curb cuts for driveway or garage access on Capitol Avenue.

Policy 4.46 (TR-M): Create a deep landscape setback along Capitol Avenue to separate residences from noise and heavy traffic on Capitol Avenue. See Figure 5-11, Chapter 5.

Policy 4.47 (TR-M): Create a street connection between Sango Court and the new residential area to the south and east when the Sango Court area redevelops for residential use.

This is so residents can have access to the park and to other housing in the subdistrict.

Policy 4.48 (TR-M): Provide street connections from residential and mixed use development on Montague Expressway to the park and residential neighborhoods within this subdistrict.

As shown on the Plan Map, this would consist of a cul-de-sac between the Penitencia Creek East Channel and Montague Expressway, and a through street between Trade Zone Boulevard and Sango Court.

Policy 4.49 (TR-M): Create street connections, bike connections, and pedestrian connections across the creek channel.

There will be two crossings, as shown on the subdistrict plan, Figure 4-9.

Policy 4.50 (TR-M): Prevent cut-through traffic avoiding the Montague/Capitol intersection.

As shown on the Plan Map drawing, create a cul-de-sac on the east/west street closest to the Montague/Capitol intersection. On the cul-de-sac, install bollards to allow emergency access to the abutting street.



Figure 4-9
Trade Zone/Montague
Subdistrict Plan



Policy 4.51 (TR-M): Create a deep landscape setback along Trade Zone Boulevard to buffer residential uses from the office/R&D/industrial uses across the street in San Jose, and to provide an overall attractive street appearance. See Figure 5-12, Chapter 5.

Policy 4.52 (TR-M): Access to private parking should be from local streets that do not abut a park.

For the buildings along Capitol Avenue, this will mean careful planning to ensure that parking is accessed only from interior roads that do not border the creekside park.



Policy 4.53 (TR-M): Provide 30 foot landscape setbacks with a double row of trees between the BART track and residential buildings.

The setback, which will be measured from the outside edge of the track and not less than 20 feet from the property line, may include a soundwall if necessary to comply with the city's noise level standards.

Trade Zone/Montague will have high density residential near BART and light rail (San Mateo, CA)

LAND USE

Policy 4.54 (TR-M): Provide very high-density residential near BART and light rail stations, served by a linear park along the drainage-way. Provide high-density residential development at the interior of the subdistrict, served by a neighborhood park with sports fields.

Policy 4.55 (TR-M): Public streets must surround the subdistrict's parks on at least three sides. Buildings across the street from a site designated as a park on the Plan Map must face the park. This standard means a major walking entrance and windows shall face the park in a manner where the park is visible from the doorway and windows and vice versa.



Public streets must surround the park on at least three sides (San Mateo, CA)

Policy 4.56 (TR-M): Provide the opportunity for higher density on parcels adjacent to the BART and light rail station, to maximize opportunity for transit usage.

A transit density overlay is included on all the sites north of Penitencia Creek, except for the retail site to the east of the BART alignment. This allows an increase in 25 percent on the maximum residential density and non-residential FAR otherwise permitted for the underlying land use. The minimum density and FAR remain unchanged.

Policy 4.57 (TR-M): Preserve light industrial and R&D uses on Lundy Street to establish an attractive industrial park character on both sides of Lundy Street.

This policy is critical for land use compatibility and district character. Residential development fronting on Lundy Street is not appropriate because there could be conflicts between residential uses and operational needs of the industrial uses located across the street in the City of San Jose. Where housing is across the street from R&D or industrial, the value and livability of the residential units is reduced. In order to ensure compatibility between residential and individual uses, the industrial properties facing Lundy Street are rezoned from M-2 heavy industrial to MP Business Park. This new zoning is consistent with existing uses, and site improvements.



Policy 4.58 (TR-M): Buildings fronting Capitol Avenue must be designed to minimize impacts of traffic, noise, and pollution on the residential units that face Capitol Avenue.

Residential buildings must be insulated to meet the noise standards laid out in the City's noise level standards.



4.5 MCCANDLESS/CENTRE POINT

The McCandless/Centre Point subdistrict provides the best location for a successful retail mixed use district, building off the established retail destination of the Great Mall and the visibility along Great Mall Parkway. Residential development along McCandless Drive can take advantage of the existing mature tree canopy, which will be preserved, creating an attractive living environment. The apartments and condominiums will look out onto the greenery, and their residents can stroll along McCandless to the restaurants and stores located near Great Mall Parkway. Meanwhile, the employees in the offices located along Montague Expressway will also be walking to the same shops and eateries at lunch and after work, requiring an urban design that is conducive to pedestrians and which amplifies the compactness and pleasant nature of the subdistrict. Figure 4-10 illustrates how McCandless Drive could look.



McCandless Drive is lined with mature trees which will be retained to provide a pleasant living and walking environment.

A large public area immediately south of Penitencia Creek will host a park and community facility, or possibly a school. The southern edge of the subdistrict can be developed as retail, office, or residential, or a mix of these uses, and could provide a good grocery store location. Figure 4-11 shows the subdistrict plan map.

Figure 4-12 presents an illustrative plan for the Residential Retail Mixed Use Area and High Density Area, between Great Mall Parkway and Penitencia Creek East Channel. It shows how the area could be developed in compliance with the Plan policies and standards.



Figure 4-10
McCandless Illustrative Rendering



Figure 4-11
McCandless/ Centre Point Subdistrict Plan

DISTRICT CHARACTER

Policy 4.59 (MC-C): *To the maximum extent feasible (and with exceptions such as removal for emergency, health, or fire hazard purposes), retain the corridor of trees along McCandless Drive and in the vicinity both as an important visual resource and a potential resource for habitat. Also maintain the existing double row of trees on Great Mall Parkway north of McCandless Drive.*

LAYOUT AND CIRCULATION

Policy 4.60 (MC-C): *Break the area into smaller scale blocks that are appropriate to residential development and the desired pedestrian scale for the neighborhood. Block dimensions shall generally be between 300 and 400 feet, and shall never exceed 450 feet.*

This will facilitate direct and easy access for pedestrians to the Great Mall and to the BART and light rail stations. It will also encourage nearby residents to walk to the shops and restaurants closer to Great Mall Parkway.

Policy 4.61 (MC-C): *Transform McCandless Drive into a two lane boulevard with bike lanes and street parking.*

Turn lanes will be inserted into the landscaped median at the streets marked on the Plan Map. The street's new layout is shown in Figures 5-15 and 5-16 in Chapter 5.

Policy 4.62 (MC-C): *Create a boulevard street design on Great Mall Parkway between McCandless Drive and Centre Point Drive.*

This layout will help create an attractive pedestrian-oriented retail atmosphere, and allows businesses to benefit from the visibility on Great Mall Parkway. The boulevard street layout lets traffic exit off the through lanes on Great Mall Parkway and access the retail uses that front on Great Mall Parkway. Some surface parking is provided on the access street, and if no surface parking is available drivers can drive into the parking garages behind the retail development. See Figure 5-14 in Chapter 5.

Policy 4.63 (MC-C): *Create three street connections between McCandless Drive and Centre Point Drive. However, a public pedestrian pathway can be substituted for one of the streets.*

Locate the cross streets as shown in the Illustrative Plan in Figure 4-12. Alternative configurations may be considered, provided that block size requirements are met.



Minimize the obtrusiveness of garage entrances (San Mateo, CA)



The Plan calls for:

- 1. Restriping McCandless Drive to add sidewalks and bike lanes.*
- 2. No new curb cuts that require tree removal*

DESIRED CHARACTER FOR THE MCCANDLESS/CENTRE POINT AREA



High density housing with private open space (Dublin, CA)



Hotel, office, and retail uses in a pedestrian setting (Pasadena, CA)



Housing with architectural color, interest, and articulation (Dublin, CA)



A variety of housing types (San Mateo, CA)



Residential above retail (Davis, CA)



A mix of high-rise and mid-rise (Bayside Village, CA)



A large park that could be a joint use facility with a school (San Mateo, CA)



Residential above retail (San Francisco, CA)



Neighborhood stores and cafes (San Francisco, CA)



Illustrative Plan

This illustrative plan shows the suggested block layout and streets. It is not a prescriptive building layout. Block dimensions are roughly 260' -390', which promotes walkability. An assumption has been made that all parking is above grade. All blocks show structured parking to accommodate uses. 160,000 sf retail is shown in the blocks closest to Great Mall Parkway. Buildings are generally 3 stories tall. There is a 280-room hotel. All of the uses are self-parked.



Legend

- Hotel (Office or Residential also permitted)
- Residential
- Retail, Restaurants, and Personal Services
- Mixed Use: Residential or Office above Retail
- Parking
- Parks/Courtyards

Figure 4-12
Residential-Retail District Illustrative



Create a mixed use area with retail, restaurant, and personal service uses in the area closest to Great Mall Parkway.

Policy 4.64 (MC-C): Create a new north/south street parallel to McCandless Drive and Centre Point Drive to provide access to parking as well as service and loading functions.

Locate the north/south street as shown in the Illustrative Plan in Figure 4-12.

Policy 4.65 (MC-C): Create a new street that connects from McCandless Drive to Houret Drive and onwards to Montague Expressway.

Locate the street as shown in the Figure 4-12.

Policy 4.66 (MC-C): Create new streets between McCandless Drive and Lower Penitencia Creek which will provide access to parking garages, and will also provide on-street parking.

These streets will also allow for emergency access to residential units and will keep block lengths friendly to pedestrians.

Policy 4.67 (MC-C): Do not create new curb cuts along McCandless Drive or Centre Point Drive, in order to preserve the existing trees and to create a pedestrian environment along the street.

Locate access to parking on the new streets perpendicular to McCandless Drive and to Centre Point Drive. An exception may be granted close to Great Mall parking to facilitate ground floor retail development.



Provide a grocery store that serves neighborhood residents (San Mateo, CA)

Policy 4.68 (MC-C): New curb cuts, or other auto access, onto Montague Expressway is strongly discouraged, unless specifically indicated on the Plan Map.

Right-in/right-out access points may be permitted in special circumstances, subject to approval by the County.

LAND USE

Policy 4.69 (MC-C): Create a mixed use area with retail, restaurant, and personal service uses in the area closest to Great Mall Parkway.

Establish a different type of retail than the Great Mall, such as neighborhood-serving retail and personal services, restaurants with views to outdoors and outdoor dining areas, entertainment, and a grocery store.



Create a plaza with special features such as a fountain in the residential-retail district (Los Angeles, CA)

The retail district should be laid out to encourage walking between shops and to attract pedestrians from surrounding hotels, offices, and housing. The district should be easily visible and accessible from Great Mall Parkway and the Great Mall subdistrict. An illustrative plan of how the retail mixed use district can be laid out is shown in Figure 4-12.

Policy 4.70 (MC-C): Create a high-density residential neighborhood at the interior of the subdistrict, centered along McCandless Drive.

McCandless Drive will be developed as a primarily residential street, with the existing trees on McCandless Drive preserved to maintain the area's attractive and stately landscape character, which will enhance the livability and value of residential units. The land along McCandless Drive south of the retail mixed use district is designated as High Density Transit Oriented Residential.

Policy 4.71 (MC-C): Provide a grocery store within the Residential-Retail High Density Mixed Use district that serves neighborhood residents and provides a range of fresh produce as well as meat, poultry, and fish.

Policy 4.72 (MC-C): Encourage hotel development in the McCandless/Centre Point subdistrict, particularly on the potential hotel sites identified on the plan map.

These sites have been tested by economic consultants and have good visibility and access from arterial roads and highways, and proximity to retail, restaurants, and entertainment

Policy 4.73 (MC-C): Create a plaza or other type of public space in the retail mixed use district, located as shown in the Plan Map.

The park or plaza will face McCandless Drive and be adjacent to the blocks that front on Great Mall Parkway, so that retail and restaurant patrons can sit outside in a quiet pleasant environment, and so there is an attractive public space and outlook for residences and offices on upper floors as well.

The precise shape and design of the plaza/public space is flexible, but it must include retail stores and restaurants fronting on the public space, and a single green area with a minimum 50 foot dimension that can be used by residents and employees. The plaza/public place will include benches for people to sit, wide sidewalks for outdoor cafes, public art, and a planted area that provides a visual amenity. It can be hardscaped or vegetated, or a combination.

The park/plaza must create a pedestrian connection from McCandless Drive to Centre Point Drive through it. There can also be streets along the sides of the park or plaza, but they must be designed for very low speeds, such that they create no physical or psychological barrier to pedestrians accessing the plaza.

Policy 4.74 (MC-C): Create a trail along the Penitencia Creek East Channel.

Policy 4.75 (MC-C): Create a park and/or community facility on the north-east corner of Houret and McCandless Drives.

This public space will contain a public school, community center, and/or sports fields and areas for passive recreation.



Create a trail along the Penitencia Creek East Channel.



The Great Mall is the economic cornerstone of the Transit Area



Encourage the development of new pedestrian-oriented buildings on the sites at Great Mall Parkway and Centre Point Drive.



Head Business College is an existing use that can take advantage of BART and light rail.

Policy 4.76 (MC-C): If a school is located in the Transit Area, place it in the McCandless/Centre Point subdistrict.

The Milpitas Unified School District will need to make an assessment of whether projected student enrollment will require a new school and, if so, whether to locate it in the Transit Area. The State has siting requirements that call for public schools to be located away from heavy traffic volumes, noise, and hazardous contamination, while still providing an adequate amount of building space, outdoor recreation, and parking. As a consequence, the large park designated on the Plan Map between Houret and McCandless drives and the Penitencia Creek East Channel is likely the only location in the Transit Area where a public school could be located. More details on public facilities policies are listed in Chapter 6.

If a school is not built on the site, it shall become a park with active and passive recreation facilities and an indoor community center.

4.6 GREAT MALL

The Great Mall is the economic cornerstone of the Transit Area. It is seen as the foundation around which regional retail, offices, and hotels will gather, building on the mall's strong draw. Workers, shoppers, and other visitors can take BART or VTA light rail to the Great Mall and its surrounding destinations. Sales tax revenues are critical for the City to be able to maintain its current level of public services for all of its residents, including newcomers.

The Specific Plan does not call for many changes to the Great Mall subdistrict, although it does provide for a density increase for development near the BART station and calls for enhanced pedestrian connections to the new residential neighborhoods. The subdistrict map is shown in Figure 4-13.

Policy 4.77 (GM): Encourage the addition of new tenants to strengthen sales, and consolidate existing retail tenants.

Policy 4.78 (GM): Encourage the addition of entertainment uses in locations that will not impact existing or future residents.

Policy 4.79 (GM): If additional parking for workers and customers in the Great Mall subdistrict is required in the future, it should be provided in structure(s) as close to the BART station as possible.

This site could permit BART users to also use the structure if an agreement between the Great Mall and BART can be negotiated.

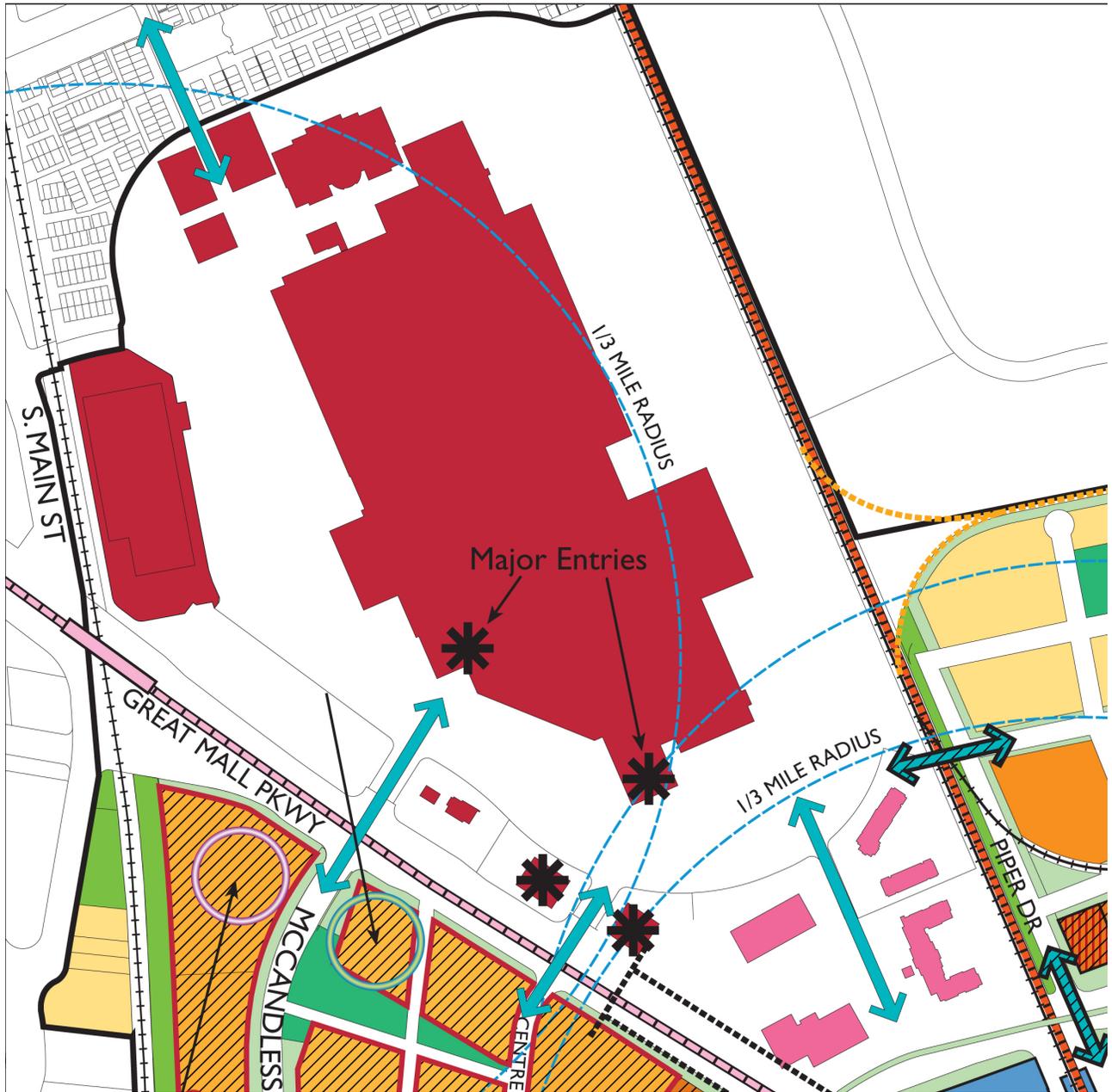


Figure 4-13
Great Mall Subdistrict Plan



Falcon Drive

Policy 4.80 (GM): Encourage the development of new pedestrian-oriented buildings on the sites at Great Mall Parkway and Centre Point Drive.

Policy 4.81 (GM): Add sidewalks on Falcon Drive to create a safe pedestrian connection from Montague Expressway to the Great Mall.

This requires adding a sidewalk within the landscaped areas on each side of the street. Students from Heald College and future BART patrons need to be safe when walking to the mall. See Figure 5-18, Chapter 5.

Policy 4.82 (GM): Work with the developers in the Piper/Montague subdistrict to create a safe and attractive pedestrian connection to Piper Drive.

This is so residents and businesses in that area can have direct access to the Mall.

Policy 4.83 (GM): Improve the pedestrian connection at Centre Point Drive into the mall.

Policy 4.84 (GM): Encourage the development of new pedestrian-oriented buildings on the sites at Great Mall Parkway and Centre Point Drive.

These areas are currently vacant lots. Flanking the entryway with appropriate design building will attract workers, shoppers, and hotel visitors in the McCandless/Centre Point subdistrict to cross the street to the mall.

Policy 4.85 (GM): Improve and strengthen the pedestrian connection from McCandless Drive into the Mall.