

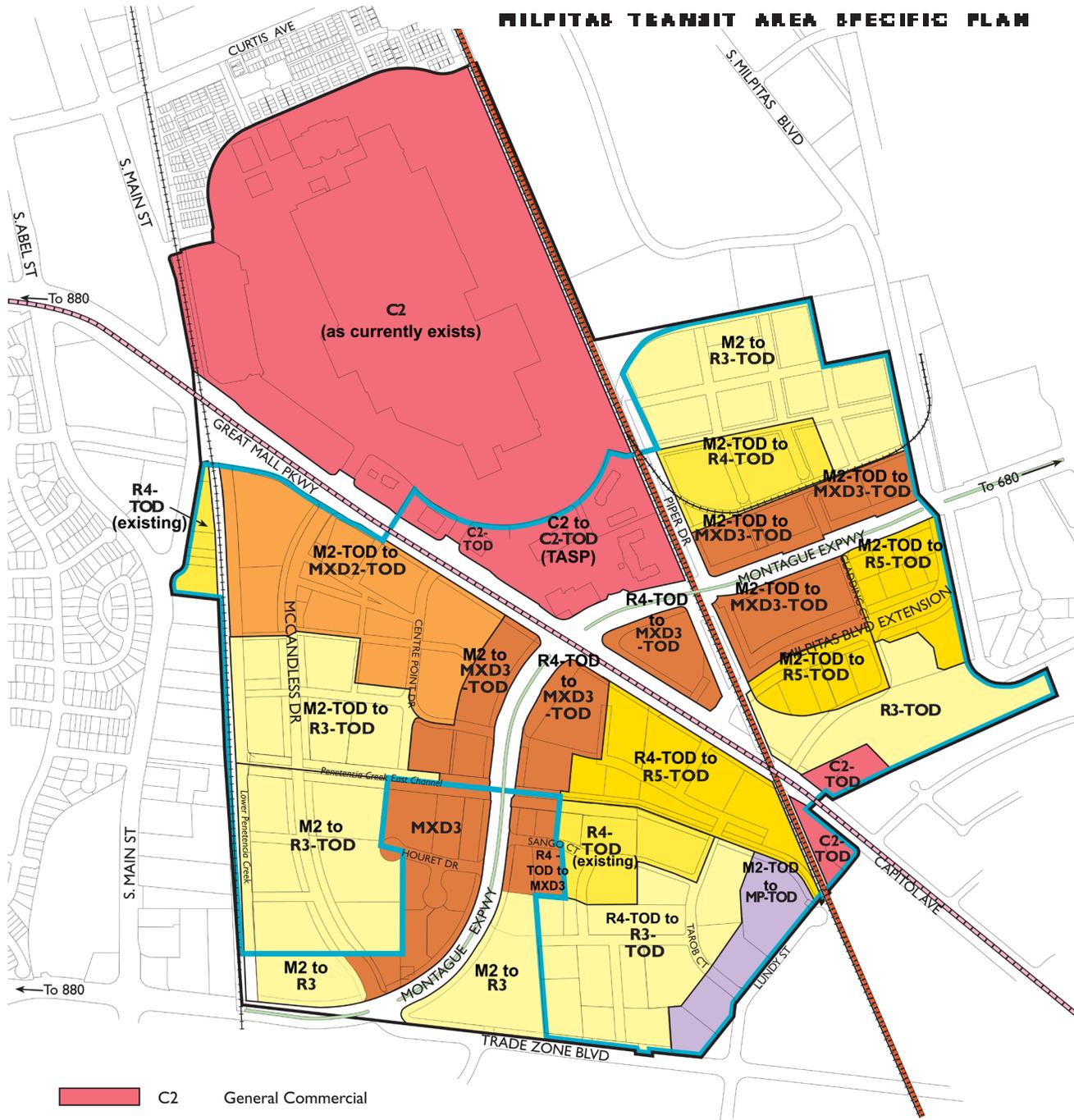


7 Implementation

Implementation of the Transit Area Specific Plan will require action by many different departments of the City government: Planning, Public Works, Engineering, Parks and Recreation, Building, Police, Fire, and Finance. Assistance from the Santa Clara Valley Transportation Authority with installation of transit shelters and amenities will also be needed. The City will take the lead in coordinating the areawide actions and will implement many of them. In some instances the City will be establishing funding mechanisms that will cover costs ahead of time for capital projects. However, much of the look and feel of the Transit Area will be determined by the architecture, landscaping, layout, and maintenance of individual developments. The design standards and guidelines in Chapter 5 are intended to ensure a consistent, high-quality appearance for the Transit Area which lends itself to a livable and pedestrian-oriented environment, while allowing the creativity of different projects to add a unique element to the community. Table 7-1 lays out the actions, responsible parties, and timeframes needed to ensure the Plan's implementation.

As part of adopting the Transit Area Specific Plan, the City is also adopting amendments for the General Plan, the Midtown Specific Plan, and the Zoning Ordinance in order to ensure consistency between the planning documents. The General Plan amendment adds references to the new Specific Plan, new land use designations, and implementation policies to the Land Use, Circulation, and Parks Elements. In addition, the Land Use Map is amended to reflect the new land use designations in the Transit Area. The Midtown Specific Plan amendment eliminates geographic areas covered by the Transit Area Specific Plan by modifying illustrations and map exhibits, so that no overlap occurs between the two plans. In addition references to policies, infrastructure, and implementation within areas covered by the Transit Area Specific Plan are eliminated or modified. The Zoning Ordinance amendment adds new zoning districts, MXD2, MXD3, and R5; and edits the “-TOD” Combining District to include MXD2-TOD, MXD3-TOD, R3-TOD, R5-TOD, and MP-TOD; and amends other sections to include references and to be consistent with the Transit Area Specific Plan.

MILPITAS TRANSIT AREA SPECIFIC PLAN



- C2 General Commercial
- MXD 2 Mixed Use - High Density with Retail
- MXD 3 Mixed Use - Boulevard
- R5 Urban Residential
- R4 Multiple Family - Very High Density
- R3 Multiple Family - High Density
- MP Industrial Park
- TOD Transit Oriented Development Overlay

Figure 7-1
Zoning Changes

Table 7-1: Implementation Plan

	Action Step	City Department or Public Agency Responsible	Timeframe	Subdistrict or Areawide
Planning and Zoning Regulations				
<i>Property Rezoning</i>	Rezone Properties per Figure 7-1	Planning	Upon Plan Adoption - 2008	Areawide
<i>Adoption of Zoning Text Amendments</i>	Amend Zoning Ordinance to Add New Base Districts MXD2 and MXD3; and amend TOD Overlay, R4, R5, and MP Districts. Amend other zoning code sections including parking and landscaping.			
<i>Midtown Specific Plan Amendments</i>	Amend Midtown Specific Plan sections related to the Transit Area.			
<i>General Plan Amendments</i>	Amend Milpitas General Plan sections related to the Transit Area.			
<i>Monitoring Total Amount of Development</i>	Monitor annually the total amount of development in the TASP, and determine if and when additional environmental review is required if the total amount of development in the TASP is equal to or greater than 85% of the Reasonable Worst Case Scenario analyzed in the EIR (7105 Residential Units), consider preparation of a new environmental review document.	Planning	Annually	Areawide
Storm Drainage and Flooding				
<i>New Pipes, Culvert, and Creek Improvements</i>	Construct Storm Drainage Improvements as follows: <ol style="list-style-type: none"> 1. Constructing a new parallel 48-inch culvert beneath Montague Expressway at Piper Drive, 2. Replacing an existing 30-inch pipe with a 36-inch pipe to drain the low end of Tarob Court, 3. Improving Wrigley Creek (560') along Piper Drive, Downstream of Montague Expressway to carry the 100 year flood, 	Engineering	2008-2030	Areawide

Table 7-1: Implementation Plan				
	Action Step	City Department or Public Agency Responsible	Timeframe	Subdistrict or Areawide
	<ol style="list-style-type: none"> 4. Constructing a 24-inch pipe (390') where Wrigley Creek is crossing Railroad Spurs, 5. Constructing a 54-inch (500') parallel pipe downstream of the Railroad crossing the Wrigley Creek, and 6. Constructing a 36-inch pipe (140') to drain the Piper Drive cul-de-sac. 	Engineering		
<i>Master Plans for Storm Drainage</i>	Prepare Master Grading and Storm Drainage Plans for each subdistrict of the Transit Area prior to approval of Zoning Permits for new buildings in that subdistrict.	Engineering		
	McCandless- Centrepoint		2008	McCandless
	Piper-Montague		2008	Piper-Montague
	Montague-Trade Zone		Begin when Zoning Applications for new construction are filed.	Montague-Trade Zone
	BART Station Area		Conduct as part of planning for Milpitas Blvd. extension, or when zoning applications for new construction are filed.	BART Station
<i>Funding Mechanism for Master Plans</i>	Establish a funding mechanism to recoup the cost of preparation of the Storm Drainage and Flooding Master Plans for each subarea.	Engineering	2008	Areawide

Table 7-1: Implementation Plan

	Action Step	City Department or Public Agency Responsible	Timeframe	Subdistrict or Areawide
Wastewater Collection				
<i>System Improvements per Sewer Master Plan</i>	Improvements to the Main Sewage Pump Station and the Force Mains	Engineering	2008-2030	Areawide
<i>Transit Area Wastewater Pipe Improvements</i>	Upsize 990 feet of existing 18-inch pipe to 27-inch, 370 feet of 12-inch pipe to 27-inch, and 560 feet of 18-inch pipe to 21-inch along South Main Street north of Great Mall Parkway.	Engineering	2008-2030	Areawide
	Upsize 1,460 feet of 15-inch pipe to 21-inch along South Abel Street north of Curtis Avenue.			
	Upsize 450 feet of 10-inch pipe to 15-inch, 1,820 feet of 10-inch pipe to 18-inch, and 360 feet of 15-inch pipe with 18-inch along Great Mall Parkway between South Main Street and Montague Expressway.			
	Upsize 325 feet of 8-inch pipe to 12-inch, 30 feet of 8 inch pipe to 15-inch and 885 feet of 10-inch pipe to 12-inch along Montague Expressway.			
	Upsize 2,060 feet of 8-inch pipe with 12-inch along South Main Street south of Great Mall Parkway.			
<i>Funding Mechanism</i>	Amend the sewer hook-up fee and/or establish an alternate funding mechanism to pay for new wastewater collection pipes required.	Engineering	2008	Areawide
Wastewater Treatment Capacity				
<i>Acquire Additional Wastewater Treatment Capacity</i>	Negotiate with the Cities of San Jose and Santa Clara and/or the Cupertino Sanitary District to acquire additional wastewater treatment capacity.	Engineering	Aug. 2007 ongoing	Areawide
<i>Update Sewer Master Plan</i>	Review and Revise the Sewer Master Plan Capacity Need Projections to determine more precisely the amount of treatment capacity to be acquired and the timing for such acquisition.		As needed as land use and other factors change	

Table 7-1: Implementation Plan				
	Action Step	City Department or Public Agency Responsible	Timeframe	Subdistrict or Areawide
<i>Wastewater Pollution Control Plant Expansion</i>	Participate in the expansion of the Wastewater Pollution Control Plant in accordance with the Master Agreement with San Jose and Santa Clara as needed.	Engineering	If and When Required	Areawide
<i>Funding Mechanism</i>	Amend the sewer hook-up fee and/or establish an alternate funding mechanism to pay for additional wastewater treatment capacity required.		2008	
Water Supply and Recycled Water				
<i>Plan for Additional Water Demand</i>	Coordinate with the Santa Clara Valley Water District to plan for the additional water demand over the next 20 years from development in the Transit Area.	Engineering	September 2007 Ongoing	Areawide
<i>Recycled Water Main Lines</i>	Add Recycled Water Lines on Great Mall Parkway, Capitol Avenue, Montague Expressway, Sango Court, and into the Piper/Montague subdistrict		2008-2030	
<i>Recycled Water Requirements for New Construction</i>	Amend city standards to require new development to include recycled water lines for irrigation.		2008	
Water Distribution				
<i>Turnout</i>	Construct an additional 20-inch turnout along the SCVWD supply pipeline within the Transit Area.	Engineering	2008-2030	Areawide
<i>Tank and Pump Station</i>	Construct 6.6 MG tank within the SCVWD system. The tank will also need a pump station. This improvement would supersede the recommendation from the 2002 Water Master Plan because of a requirement for additional storage.		2008-2014	
<i>Funding Mechanism</i>	Amend water connection fee and/or establish an alternate funding mechanism to pay for new water and recycled water distribution facilities.			

Table 7-1: Implementation Plan

	Action Step	City Department or Public Agency Responsible	Timeframe	Subdistrict or Areawide
Streets and Traffic Improvements within Milpitas				
<i>Funding Mechanism</i>	Establish a transportation impact fee to provide improvements to mitigate future traffic operations on the roadway segments within the City of Milpitas.	Engineering	2008	Areawide
<i>W. Calaveras Blvd - I-880 NB Ramps</i>	Convert NB center left-turn lane to shared left-turn/right-turn lane		2008-2030	
<i>Tasman Dr- McCarthy Blvd</i>	Convert SB shared through/right-turn lane to exclusive right-turn lane with overlap signal phasing and 80-sec PM cycle			
<i>Tasman Dr-I-880 SB Ramps</i>	Provide signal coordination with adjacent ramps.			
<i>Great Mall Pkwy-I-880 NB Ramps</i>	Provide signal coordination with adjacent ramps.			
<i>Milpitas Boulevard Extension</i>	Construct Milpitas Blvd. extension from Montague Expressway to Capitol Ave.		Prior to BART Station construction; and build 1/2 street improvements for access to new development.	
<i>Standards for Intersection Level of Service</i>	Formally adopt the Level of Service standards for intersections that have already been agreed to with VTA, and used on other projects: Level of Service D for city intersections and level of Service E for Congestion Management Program.	Engineering	2008	Areawide

Table 7-1: Implementation Plan				
	Action Step	City Department or Public Agency Responsible	Timeframe	Subdistrict or Areawide
Streetscape Improvements				
<i>Streetscape Design Master Plan</i>	A streetscape design master plan will need to be prepared to more detailed designs and specifications for each streetscape project. Many factors need to be resolved, including location of utility lines, location and spacing and species of street trees, variations in conditions at different points along the street, relationships of street improvements with curb cuts, etc.	Engineering, with input from Planning and other Departments	2008	Areawide
<i>Montague Expressway</i>	Palm Trees, Deciduous Trees, Sidewalks, Landscaping, Median Trees and Landscaping, Decorative Avenue Scale Street Lights and Pedestrian-Scale Street Lights		2010-2015, and individual segments to proceed prior to building permit issuance for new construction.	Areawide
<i>Great Mall Parkway - Main to Montague</i>	Deciduous Trees, Sidewalks, Landscaping, Median Trees and Landscaping, Decorative Street Lights (Avenue and Pedestrian-Scale).		2008-2009	Areawide
<i>Capitol Avenue</i>	Deciduous Trees, Sidewalks, Landscaping, Median Trees and Landscaping, Decorative Street Lights (Avenue and Pedestrian-Scale)		2010-2015, and prior to zoning approval for new construction on Capitol Ave.	Areawide
<i>Piper Drive</i>	Curbs Moved to create a landscape buffer area that includes a triple row of trees; decorative light fixtures (Avenue and Pedestrian Scale), Sidewalks, Landscaping		2008-2013	Piper-Montague
<i>Falcon Drive</i>	Low ornamental retaining wall, sidewalks, supplemental trees, pedestrian scale street lights		2010-2015	Areawide
<i>McCandless Drive</i>	Construct Median with trees and landscaping, Restripe to create travel lanes, bike lanes, and parallel parking; add sidewalks where gaps exist;		2008-2013, and individual segments to proceed prior to building permit issuance for new buildings.	McCandless-Centrepoint

Table 7-1: Implementation Plan

	Action Step	City Department or Public Agency Responsible	Timeframe	Subdistrict or Areawide
<i>Maintenance of Streetscape Improvements</i>	Establish a funding mechanism for maintenance of streetscape improvements. New landscaping within County right-of-way may need to be funded through this mechanism.		2008-2010	Areawide
Pedestrian Improvements				
<i>Great Mall Parkway at Montague Expressway</i>	Pedestrian Crossing Improvements including: pedestrian scale street lights, new date palms and ornamental paving	Engineering	2010-2015	Areawide
<i>Great Mall Parkway at South Main</i>	Pedestrian Crossing Improvements including: pedestrian scale street lights, new date palms and ornamental paving		2010-2015	Areawide
Pedestrian Bridges				
<i>Pedestrian Bridge over Montague from near Piper Drive to the BART station</i>	This bridge would be a freestanding structure with elevators at each end. It could be constructed in conjunction with BART facilities.	Engineering, with input from Planning and other Departments	2015-2020	Areawide
<i>Pedestrian Bridge over Montague along Penitencia Creek East</i>	Pedestrian and bicycle bridge with ramps at both ends which extend in or along the creek channel.		2010-2015	Areawide
<i>Pedestrian Bridge over rail line and BART line from Piper Montague to Great Mall</i>	Bridge to cross the retained cut of the BART line and the rail tracks.		2010-2015	Areawide
<i>Pedestrian Bridge from Montague Light Rail Station to future BART station</i>	This would be constructed simultaneously with the BART Station. This bridge is a half-bridge over Capitol that connects the LRT and BART stations. Pedestrians crossing Capitol would cross at grade at the future signalized intersection of Montague Blvd. extension.	VTA	2015-2020	Areawide
<i>Funding Mechanism</i>	Establish a funding mechanism to construct pedestrian bridges in the Transit Area, using a combination of any or all of the following: impact fees, Redevelopment Agency funds, VTA funds for the BART Station and BART line, State and Federal grants, etc.	Engineering	2008	Areawide

Table 7-1: Implementation Plan				
	Action Step	City Department or Public Agency Responsible	Timeframe	Subdistrict or Areawide
Bicycle Lanes				
<i>Milpitas Boulevard</i>	Restripe Milpitas Boulevard to add bike lanes.	Engineering	2010-2015	Areawide
<i>Milpitas Boulevard Extension</i>	Create bicycle lanes on both sides of the Milpitas Boulevard extension.		Build as part of the Milpitas Boulevard extension project.	
<i>Great Mall Parkway-Capitol Avenue</i>	Restripe Capitol Avenue and Great Mall Parkway to fill in gaps.		2008-2010	
<i>Tarob Court (through the Montague-Trade Zone subdistrict)</i>	Create a bicycle route through the Montague Trade Zone subdistrict, extending from Milpitas Boulevard-Capitol Avenue intersection along Tarob Court to Trade Zone Boulevard.		2010-2015, or later depending on the pace of new development	
<i>Montague Expressway</i>	Replace the existing bike routes on Montague Expressway with full Class II bicycle lanes.		As part of Montague widening project	
<i>Trade Zone Boulevard</i>	Create bike lanes along Trade Zone Boulevard from Lundy Place to Montague Expressway.		2010-2015	
<i>Funding Mechanism</i>	Establish a funding mechanism to install bicycle lanes, using a combination of any or all of the following: impact fees, Redevelopment Agency funds, State and Federal grants, etc.		2008	
<i>McCandless Drive</i>	Restripe McCandless Drive so that bike lanes exist on both sides of McCandless Drive.		2010-2015 As part of McCandless restriping project, and prior to new construction projects on McCandless Drive	
Transit Improvements				
<i>Transit Shelters with Amenities</i>	Install transit shelters, seating, waste receptacles, and signage at all transit stops.	VTA and City	2010-2020	Areawide

Table 7-1: Implementation Plan

	Action Step	City Department or Public Agency Responsible	Timeframe	Subdistrict or Areawide
<i>BART Planning and Design</i>	Coordinate with VTA on every stage of the BART station and the BART line to ensure that the planning and design is consistent with the goals and policies for the Milpitas Transit Area.	Engineering	2008 Ongoing	
Travel Demand Management (TDM)				
<i>Travel Demand Management (TDM)</i>	Establish and implement a travel demand management (TDM) program. Establish a funding mechanism to pay for the costs of the program, including the cost of a transportation coordinator to administer the program. The program would include a ride-matching program, coordination with regional ride-sharing organizations, and provision of transit information; and could also include sale of discounted transit passes and provision of shuttle service to major destinations.	Engineering	2009 ongoing	Areawide
Regional Roadway Improvements				
<i>Funding Mechanism</i>	The City shall establish and assess a transportation impact fee program to contribute toward traffic improvements to be undertaken in whole or in part by the County of Santa Clara or City of San Jose. This fee will go toward the Montague Expressway Widening project west of Trade Zone Boulevard, the Calaveras Boulevard (SR 237) Overpass Widening project, and Capitol Avenue improvements within the City of San Jose.	Engineering-City of Milpitas	2008	Areawide
<i>Montague Expwy/ McCarthy Blvd- O'Toole Ave - San Jose</i>	Provide grade separation with square loop ramps at adjacent intersections	San Jose and County	2008-2030	Areawide
<i>N. Capitol Ave / Trade Zone Blvd-Cropley Ave - San Jose</i>	Provide overlap phase for eastbound right turns	San Jose	2008-2030	Areawide

Table 7-1: Implementation Plan

	Action Step	City Department or Public Agency Responsible	Timeframe	Subdistrict or Areawide
<i>Montague Expwy-Zanker Road - San Jose - CMP Intersection</i>	Widening Zanker Road at its intersection with Montague Expressway to provide second northbound and southbound left-turn lanes is planned as part of the North San Jose Development.	County and San Jose	2008-2030	Areawide
<i>Montague Expressway Widening-Funding</i>	Extend ongoing collection of Traffic Impact Fees on a peak hour trip basis for this project to new development in the Transit Area.	County and City of Milpitas-Engineering	Upon plan adoption-2008	Areawide
Parks and Public Spaces				
<i>Funding Mechanism</i>	Establish a funding mechanism to acquire land for parks and build parks improvements in the Transit Area, using a combination of any or all of the following: private property owner land dedication, impact fees, Redevelopment Agency funds, State and Federal grants, etc.	Parks and Recreation Department, with Engineering	2008	Areawide
<i>Land Acquisition Program</i>	Set up a program to acquire park land through dedication and/or fee purchase. Prioritize sites and negotiate with property owners. Coordinate timing and phasing with the pace of development and the amount of in-lieu fees available.	Engineering	2008	Areawide
<i>Parks Design Process</i>	Establish a design process that involves the community to establish the facilities, program, and design parameters for all new parks.	Parks and Recreation Department, with Engineering	Ongoing as parks projects are funded.	
<i>Parks Construction</i>	Incorporate the construction on new parks into the City's Capital Improvements Program. Carry out parks construction to ensure that new residents have parks available when projects are completed.	Engineering	2010-2030	

Table 7-1: Implementation Plan

	Action Step	City Department or Public Agency Responsible	Timeframe	Subdistrict or Areawide
Trails				
<i>Master Plan</i>	Prepare a master plan for the trail system, specifying the design for items such as: right of way required, landscape improvements, security fencing, etc. Coordinate with Santa Clara Valley Water District and property owners adjacent to designated trails.	Engineering	2008	Areawide
<i>Land Dedication</i>	Property owners to dedicate land at the time of development approvals. Establish requirements for land ownership, as well as responsibilities for liability insurance, maintenance, etc.		2008	
<i>Trail Improvements</i>	Property owners with land adjacent to trails to install trails per the master plan during project construction. City to inspect.	Property Owners and Engineering	Ongoing as projects are built.	
Schools and Joint Use Community Facilities				
<i>Collect School District Fees</i>	The City will ensure that all school impacts fees are paid from individual projects prior to the issuance of any building permits.	Building	Ongoing	Areawide
<i>School Site Identification</i>	Cooperate with the Milpitas Unified School District to identify and evaluate potential sites for the construction of a K-8 public school, within or in reasonable proximity to the Transit Area, taking the State's school siting guidelines into consideration.	Planning, with Parks and Recreation	2008-2015	Areawide
<i>Joint Use Agreement</i>	Consider a joint use agreement with the Milpitas Unified School District, allowing public use of the new school's playfields when not in use by students, and public use of rooms in the school building for community meetings and events.	Parks and Recreation	When a School Site is identified.	
<i>Community Center</i>	Consider providing a community center building within the Milpitas Transit Area for recreation programs and community events.		2008-2015	

Table 7-1: Implementation Plan				
	Action Step	City Department or Public Agency Responsible	Timeframe	Subdistrict or Areawide
<i>Safe Routes to Schools</i>	Work with the school districts to create safe continuous walking and biking routes to schools.	Engineering	2008-2012	
Childcare				
<i>Zoning Regulations</i>	Exempt child care from Floor Area Ratio Limits in the Transit Area, and allow child care to count towards the Neighborhood Retail requirements.	Planning	2008	Areawide
Fire Safety and Emergency Services				
<i>Standards of Cover Analysis</i>	Conduct a “standards of cover” analysis to determine the Transit Plan’s precise impact on the department’s staffing and equipment, and any required facility enhancements.	Fire	2008-2010	Areawide
<i>Emergency Response Plans</i>	Update the City’s emergency and disaster response plans to take the location and type of new development, and future traffic levels, into account.		2010-2012	
<i>Funding Mechanism</i>	Establish a funding mechanism to acquire fire-fighting equipment and facilities to house staff and equipment, using a combination of any or all of the following: private property owner land dedication, impact fees, Redevelopment Agency funds, State and Federal grants, etc.	Fire	2008	Areawide
<i>Equipment Purchase</i>	Purchase additional fire-fighting equipment	Fire	2010-2020, as development progresses and funding is acquired.	
<i>Facilities Construction</i>	Construct new facilities at existing stations, or construct a new station to provide facilities for the additional fire-fighting equipment required.	Engineering		

Table 7-1: Implementation Plan

	Action Step	City Department or Public Agency Responsible	Timeframe	Subdistrict or Areawide
Police Services and Equipment				
<i>Service and Response Analysis</i>	As the Transit Area develops the Milpitas Police Department will review its level of service calls and response times to determine the amount of additional staff and equipment required.	Police	Ongoing	Areawide
<i>Equipment Purchase</i>	Purchase additional police vehicles and equipment as needed to serve increased population.		Annually	
<i>Funding Mechanism</i>	Establish a funding mechanism to police vehicles and equipment, using a combination of any or all of the following: impact fees, Redevelopment Agency funds, State and Federal grants, etc.		2008	
Construction Controls				
<i>Construction Standards</i>	Establish standards, inspection protocols, and enforcement mechanisms for construction requirements, including: noise, dust control, truck routes, habitat protection, erosion protection, run-off filtration, etc.	Planning and Building	2008	Areawide
Economic Development				
<i>Marketing Program</i>	Carry out a marketing program to attract quality developers to build in the Transit Area.	Economic Development	2008-2013	Areawide
<i>Business Attraction Program</i>	Conduct business attraction programs to induce businesses and hotels to locate in the Transit Area.			
<i>Retail Attraction Program</i>	Market the area to retailers and retail brokers, and use incentives allowed by law, to attract quality retail, restaurant, and entertainment uses to the Transit Area.			

Table 7-1: Implementation Plan

	Action Step	City Department or Public Agency Responsible	Timeframe	Subdistrict or Areawide
City Administration and Staffing				
<i>Additional Staffing</i>	Review department staffing annually to determine additional staffing needed to serve the Transit Area.	City Manager	Annually	Areawide
<i>Funding Mechanisms</i>	Work with all City departments to establish impact fees and other funding mechanisms required to fund Transit Area improvements and services.	Finance	2008	Areawide
<i>Community Facilities District Fee</i>	Establish a CFD unique to the Transit Area at a level that is adequate to provide City services.			
<i>Redevelopment Implementation Plan</i>	Prepare a Redevelopment Implementation Plan for the Milpitas Transit Area based on anticipated revenues.			
<i>Bond Issuance</i>	Analyze bonds necessary to implement capital facilities in the Transit Area and issue bonds as warranted.			