



City Council Study Session
Milpitas Metro Specific Plan (TASP Update)
Project Update: June 30, 2020

Overview

- The Milpitas Transit Area Specific Plan (TASP), adopted in 2008, is being updated and renamed the ***Milpitas Metro Specific Plan*** (Metro Plan). The long-term focus of the Metro Plan is to continue the transformation of this area from industrial and auto-oriented to a vibrant transit-oriented community that includes housing, retail, entertainment, commercial and park spaces, as well as a safe and attractive pedestrian and bicycle network.
- Approximately 95% of the housing planned for in the 2008 TASP was constructed or entitled by 2019 however, a relatively low percentage of planned-for commercial spaces were developed, and many public realm improvements are pending or just now underway. This plan will focus on encouraging complementary land uses, developing connections between Districts in the plan area, creating a cohesive sense of space and individual character, and building street-level vibrancy.
- The future development of this transit-rich area (with BART, VTA light rail, and bus service) is an opportunity to promote social equity in planning by providing a transit-accessible and socio-economically accessible place for all people.
- The Metro Plan is considering:
 - The capacity of the remaining parcels that have not been redeveloped since 2008
 - The community benefits needed to complete the neighborhood
 - Updates to public infrastructure for placemaking, streetscape, creek, and utility improvements in the Metro Plan
- Consultants have talked extensively to private stakeholders in the area, including developers and residents to review how far we have come, and discuss possible ideas for the future. See Appendix below.

Questions for City Council

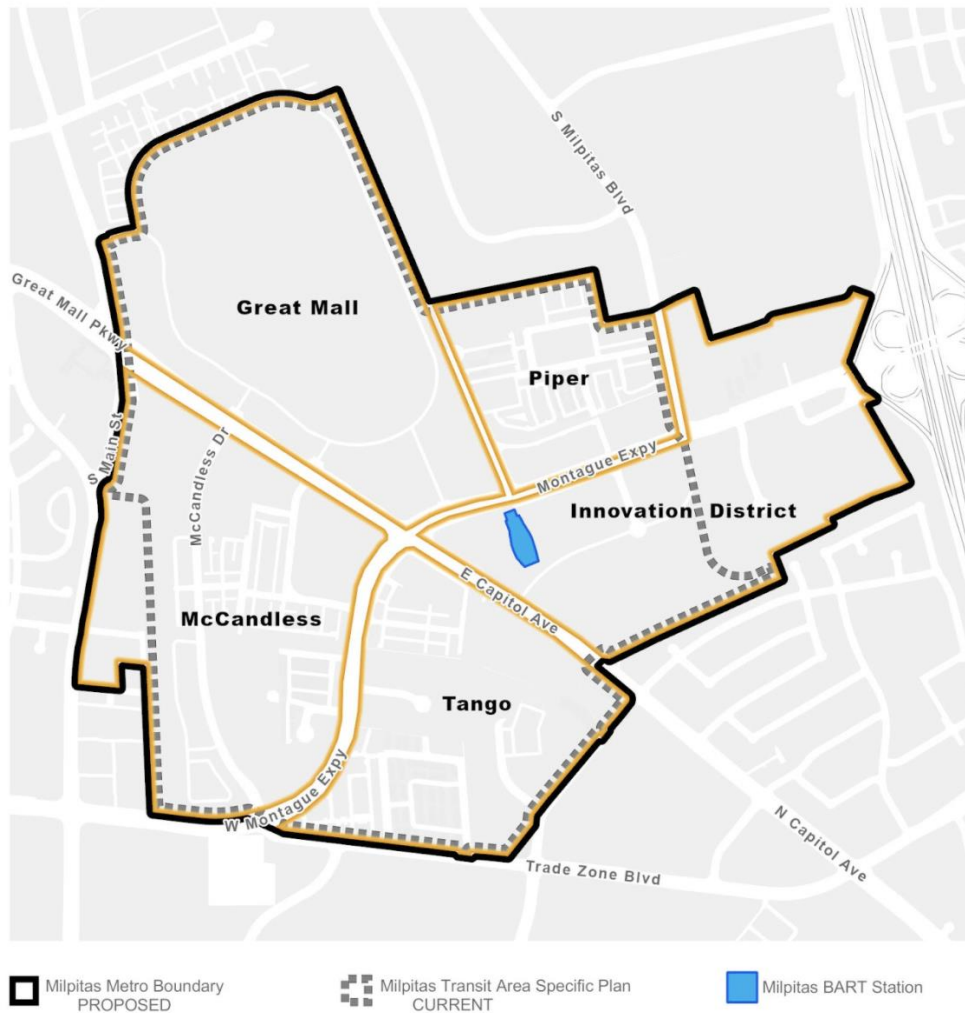
- What do great neighborhoods look like and feel like?
- Are there other places that you think are similar to Milpitas Metro's future?
- What kind of place do you think Milpitas Metro should become?
- What future changes or opportunities would you like to see to bring this vision into reality?
- What additional public improvements are needed to complete this area?



Expansion of the Milpitas Metro Plan Boundaries: A plan area expansion is being considered to include the area east of the BART Station along Montague Expressway to I-680 to reinforce and support the evolution of the Innovation District identified in the General Plan, and to include potential housing sites along S. Main Street (see Figure 1).

The sub-district boundaries are also being revised to focus on the neighborhoods bounded by major streets and to de-emphasize Montague Expressway.

Figure 1: TASP and Milpitas Metro Specific Plan Boundaries and Subdistricts





Transit Area Specific Plan (TASP) Accomplishments

Since 2008, a great deal has changed in the plan area. As a result of the TASP, what was once an industrial area is now a Transit Oriented District. Table 1 summarizes the build out of the 2008 Transit Area Specific Plan. The TASP resulted in approximately 95% of all planned-for residential being built or entitled by 2019, but the same is not the case for commercial office, retail, and hotel.

Table 1: New Development Planned and Built from the TASP

Land Use	Existing Development in 2008	TASP Planned New Development	Total TASP Planned Development	Entitled by 2019
Dwelling Units	468	7,109	7,577	6,955
Office (sf)	52,780	993,843	1,050,000	10,630
Retail (sf)	1,970,000	287,075	2,240,000	186,500
Hotel (rooms)	292	350	642	0*

**Currently there are concept plans for a high rise hotel*

Figure 2 highlights the development that has occurred since the adoption of the TASP. Many of the early projects in the area featured townhouses in the Piper neighborhood, McCandless neighborhood, and off Trade Zone Boulevard.

There are several larger projects that have been developed, are under construction or are entitled along Great Mall Parkway, Main Street, and Montague Expressway. Some of these projects are mixed-use. Block 1 of 4 at “The District” by Lyon Living has been completed as the Turing Apartments with a Trader Joe’s Grocery Store at the corner of McCandless and Great Mall Parkway. Lennar, Anton, and Summerhill have all begun construction along Great Mall Parkway. The Edge Apartments and Lantana Apartments flank Montague Expressway near the Milpitas Transit Center.



Figure 2: Development since the adoption of the Transit Area Specific Plan, with significant recent projects called out

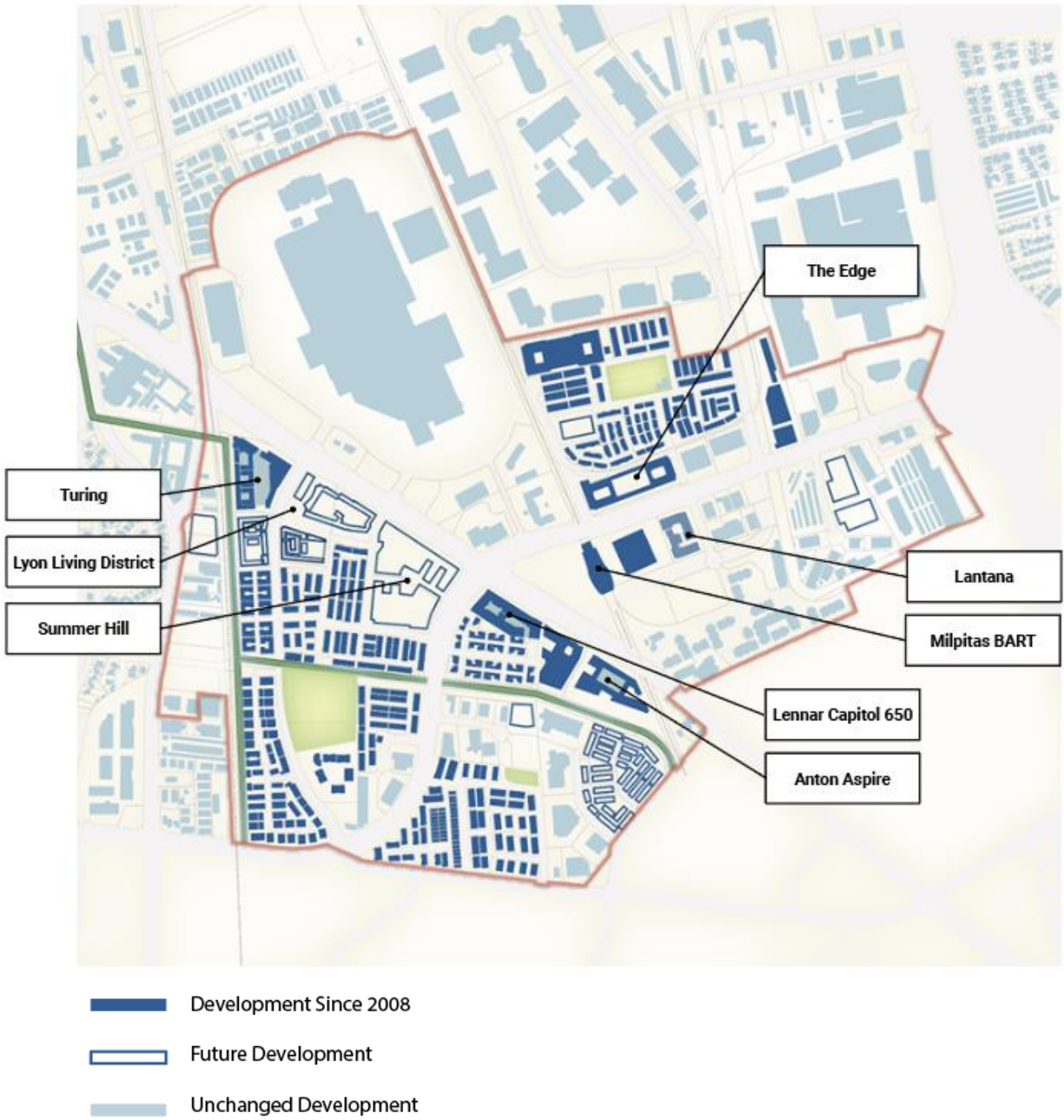
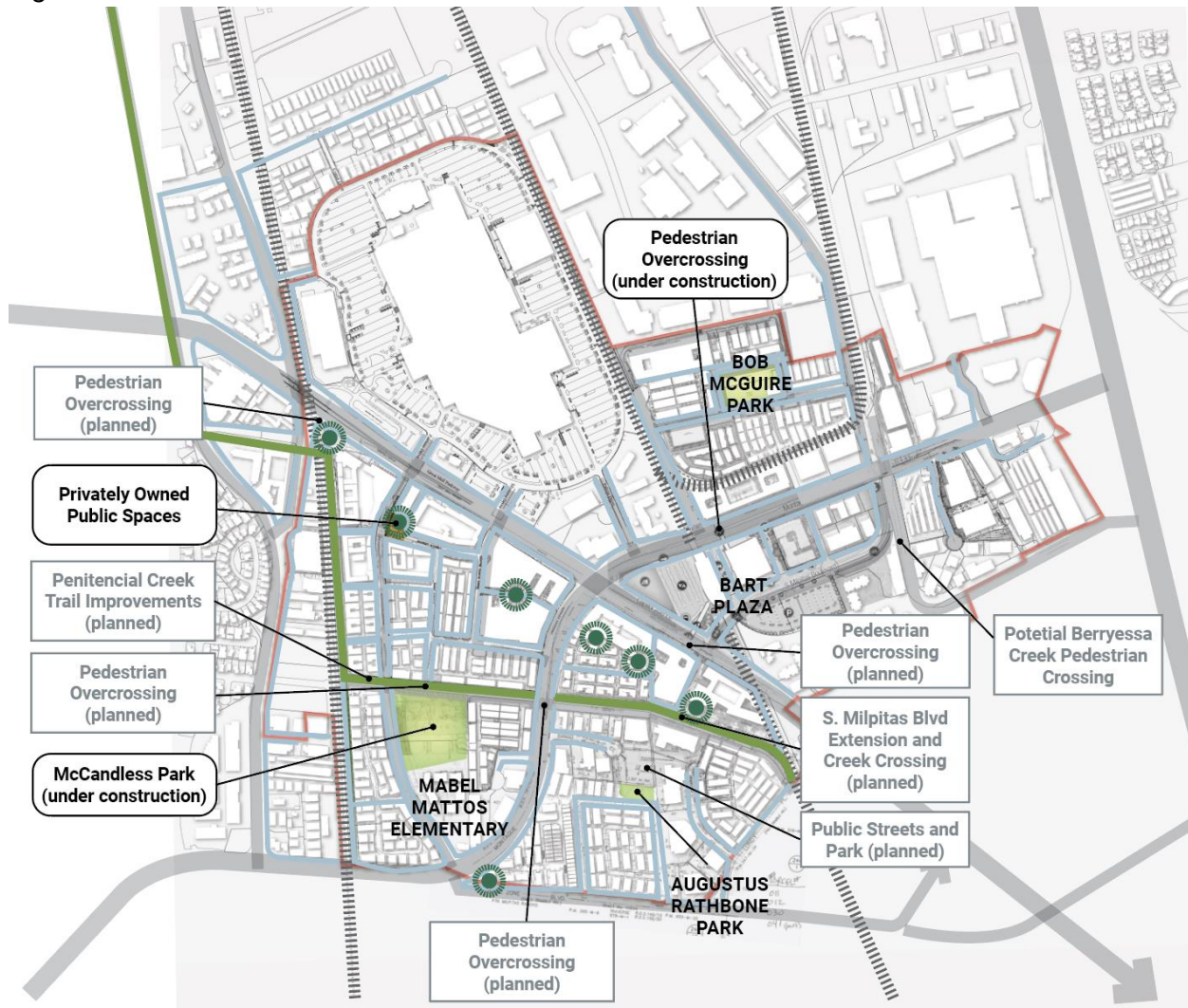




Figure 4: Investment in Public Infrastructure



Public Infrastructure

Figure 4 shows where there has been progress and investment by the City of Milpitas in public infrastructure in the Milpitas Metro Area.

- **Completed:** a park in the Piper neighborhood and Tango neighborhood, streetscape on Montague Expressway from Great Mall Parkway to McCandless, Mabel Mattos Elementary School, South Milpitas Boulevard extension, pedestrian bridges to the Light Rail Stations, and Milpitas BART.
- **Under construction:** a pedestrian overcrossing on Montague Expressway, McCandless Park, water pump, and many privately owned public spaces just off Great Mall Parkway.



- **Planned:** Further extension of South Milpitas Boulevard, more park and public streets in the Tango neighborhood, another pedestrian overcrossing over Montague at Penitencia Creek, improved trails along Penitencia Creek and Berryessa Creek.

Metro Plan Potential

Several missing urban elements would contribute to Milpitas Metro functioning as a complete neighborhood. Figure 5 identifies the properties that have not been developed or redeveloped (beige) since the TASP was adopted, and proposed expansion areas (blue). The most significant sites that have not been redeveloped or intensified are the Great Mall, the three VTA-owned sites, and southern Innovation District properties.

Office: There is potential for employment near BART considering the regional significance of Milpitas in the BART system. The location near I-680 and existing industrial properties along S. Milpitas Blvd is a strong foundation for a potential Innovation District, particularly with placemaking efforts and connections to BART.

Retail: The Great Mall is a regional retail destination. Major shifts have been occurring in the retail market over the last decade. These shifts are expected to continue. Meanwhile, neighborhood-serving retail is just beginning in the Metro Area, with a new grocery store and new ground-floor retail along Great Mall Parkway and Montague Expressway.

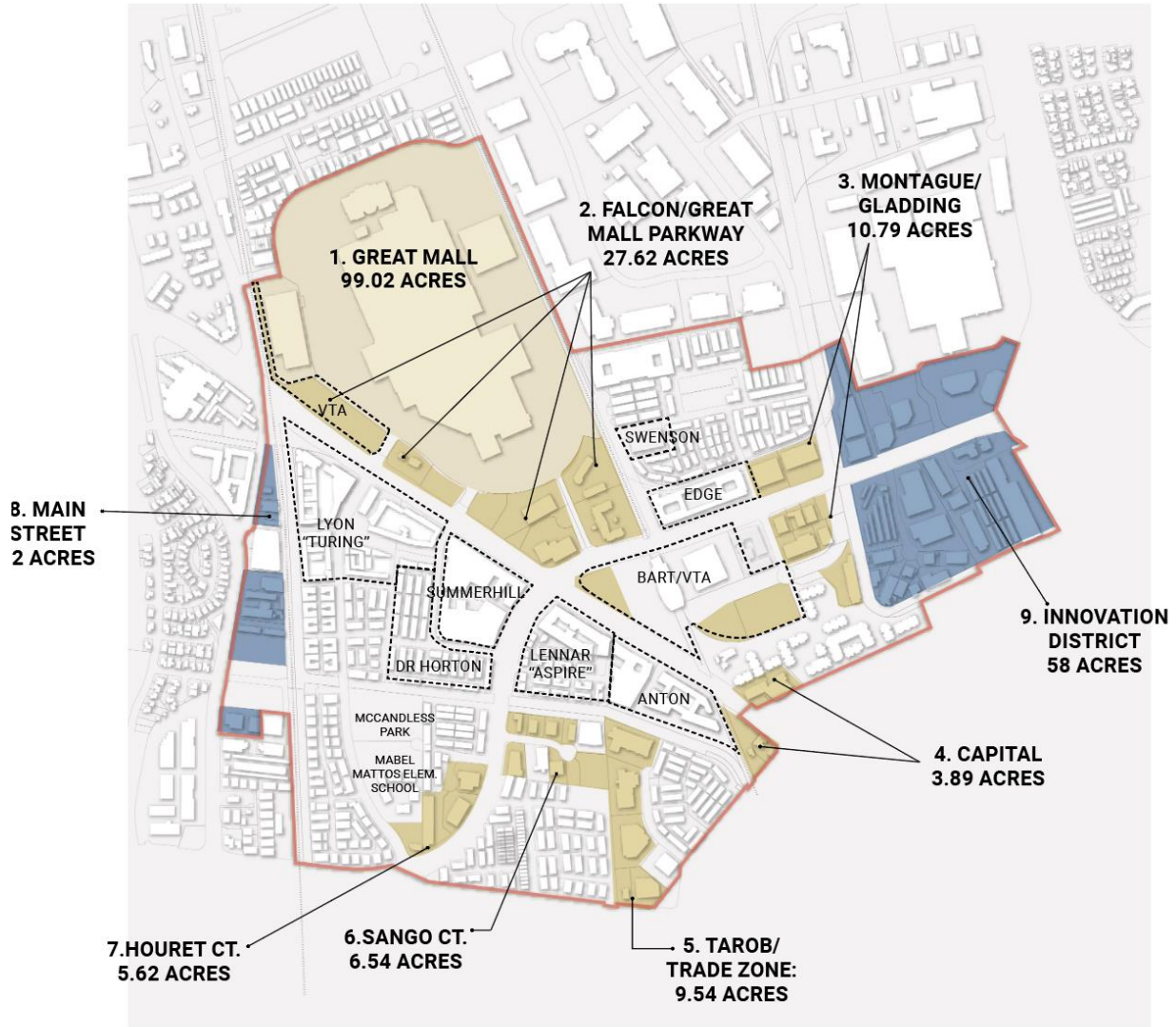
Residential: The Milpitas Metro Specific Plan timeframe of 20 years will span two RHNA cycles. The upcoming 6th cycle RHNA could increase to 10,000 units for the City of Milpitas as a whole. Housing capacity in the plan area varies widely given different densities and developable properties under consideration. The Consultant is using a provisional capacity of approximately 6,000 dwelling units for planning purposes. The Consultant Team will work with the City to determine the final number prior to the plan adoption, and may consider a higher number for the EIR Analysis and estimating the infrastructure capacity.

Public Infrastructure: There is potential to further improve the streetscape, public spaces, and the underlying utilities to make the area as functional as possible.

Placemaking, Public Art and Community Expression: The Metro plan area is at a critical juncture in its development. There is a significant opportunity to bring the “collage” of projects in the plan area together using placemaking strategies that include physical facilities as well as art and design elements that make the neighborhood memorable or “imagable.”



Figure 5: Properties that have not redeveloped since the adoption of the TASP





COVID-19 and the next 20 years

This planning project comes at a turbulent time in our recent history. COVID-19 has marked this moment and caused a re-evaluation of all things that support a functioning City and has put a renewed focus on equity.

The team knows there will be changes post-COVID, and have been careful to acknowledge pre-COVID assumptions. We all agree that this is a temporary and significant change to the way we all live, work, and experience built places.

Short Term Impacts: In the shorter term, there are several trends that will affect short term real estate prospects:

- Overall downturn and loss of incomes for many households will slow the pace of new development
- Loss of tax revenues, charges, and impacts fees by cities will mean less public investment
- Continued shift to e-commerce will continue driving ongoing re-thinking of brick and mortar retail formats
- Concern about social proximity will continue to hurt indoor retail, dining, and entertainment
- Concern about social proximity will reduce office occupancies and demand
- Public Transportation revenues/use will be less than predicted as commuters chose private automobiles

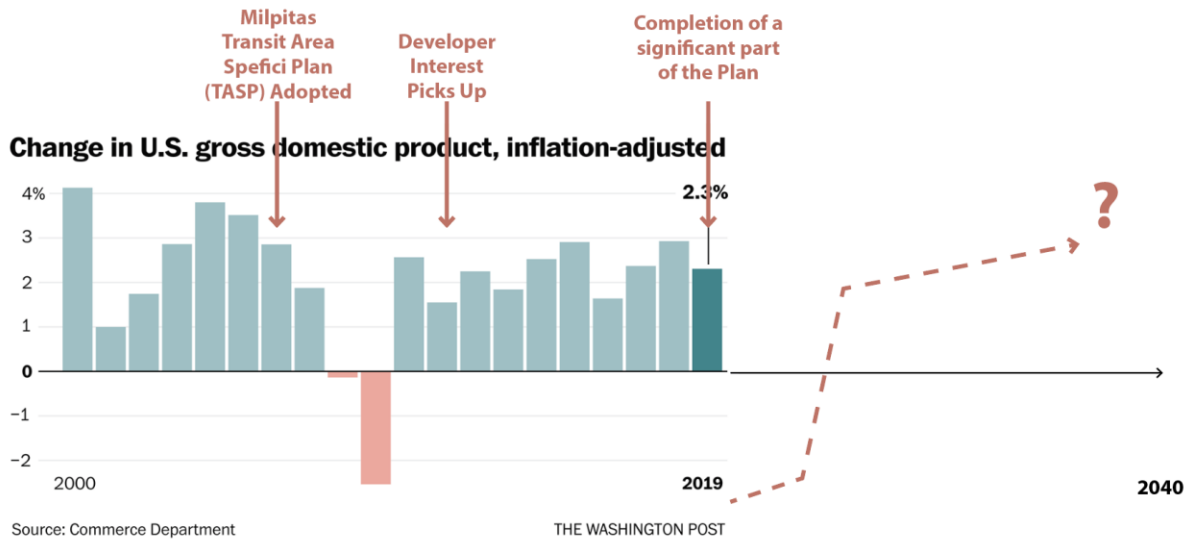
Long Term Planning: Because the Milpitas Metro Specific Plan looks ahead 20 years we have to keep some assumptions about what is “normal” for our region and what we reasonably expect to see that:

- **Traffic will still be bad:** public transportation in concert with high density walkable communities are an option to alleviate traffic growth. The Metro Area has both BART and VTA connections as alternatives to private vehicle use. A robust multi-modal plan for improved pedestrian and bicycle connections will also help to reduce the number of vehicle miles traveled.
- **We still need places to go:** public spaces have had a spotlight while we have sheltered-in-place. The local places where people can walk and visit are more important than ever to residents that live in compact neighborhoods. The network of social spaces will be significant to making this a more connected, accessible, and equitable place.
- **Walkable/mixed-use places are still desirable:** A diversity of land uses and services within walking distance make neighborhoods more attractive and resilient to change.
- **The housing shortage has not gone away:** The Bay Area remains unaffordable to a large portion of the population, including people who grew up here. The only way to address this is with more housing options.



The TASP was adopted at the beginning of the Great Recession. The Milpitas Metro Plan is being considered at the beginning of another era where we must adjust for the future and reconsider the status quo.

Figure 6: Timeline of Planning and Economic Cycles



The Complete Milpitas Metro Neighborhood

BART opens on June 13, 2020 after decades in the making. The Milpitas Metro Neighborhood will continue to build out, transforming from a suburban to urban pattern over the next 20 years.

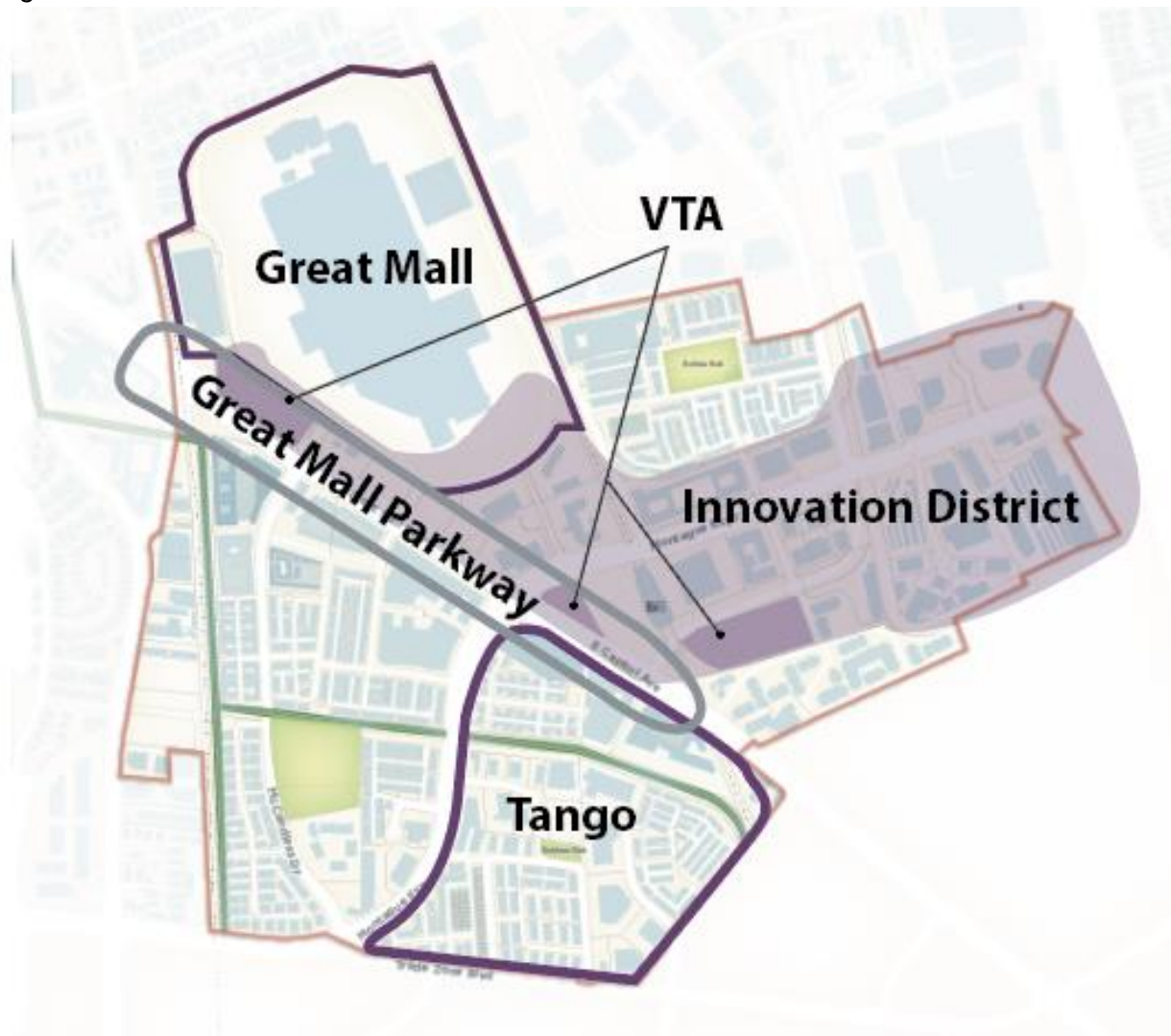
The Milpitas Metro Identity

This area will be the most regionally connected place in all of Milpitas. It has made a big transformation over the past decade to become more urban. When visitors arrive at Milpitas BART, what will they think? Why will they come here? Where will they go when they get here?

What kind of place do you think Milpitas Metro should become?



Figure 7: Metro Plan Potential Focus Areas



The Opportunities

The Milpitas Metro Plan proposes to focus on five areas, shown in Figure 7.

1. **A Great Parkway:** A sense of place can be built on Great Mall Parkway with an active two-sided street and integration with the overhead light rail line. Great Mall Parkway can be made into a multi modal Complete Street with public art and parks, to give pedestrians and cyclists space and make the street a better part of the City.
2. **Critical Pedestrian Connections:** Connections across barriers like creeks, streets, and rail will make the neighborhoods more accessible to BART and destinations within the neighborhood.



3. **Untangling Tango:** “Tango” is a combination of the names of Tarob and Sango Courts. Current plans are to connect with the S. Milpitas Boulevard extension. Alternative scenarios will be presented at a future meeting that explore the connection of this emerging neighborhood with the Milpitas BART Station and a new public park.
4. **Innovation District:** This area includes a potential expansion of the TASP Area, and considers the potential for employment uses near the BART Station for later phases of the Plan. The expansion area would preserve employment uses and prohibit housing. While in areas where mixed-use is allowed, there may be zoning amendments that allow flexibility for commercial spaces to be office or even housing instead of retail.
5. **Big Ideas for Big Properties:** There are a few large landowners in the plan area; in particular, Simon Property Group, VTA and Public Storage. Simon and VTA may consider a mix of both housing and commercial uses on their properties to complete the Metro neighborhood, while Public Storage may consider more active commercial uses. There is an opportunity to work with all three to bring significant vitality to the overall Plan Area.

What future changes and opportunities would you like to see in the plan area?

Community Benefits/ Amenities/ Public Realm Improvements

At this point in time, the area feels disconnected. In order to make the Metro Area feel more complete there need to be improvements that provide:

1. A stronger sense of place with a significant, memorable, urban scale
2. Places to go: attractions, destinations, a mixed-use environment, and unique features
3. A **safe** way to get there: better connections, more options for non-vehicular use, places to stroll and bike along creek trails and paths.
4. An intentional focus on equity: more housing options, multi-modal equity, and access to public spaces for social health.

A lot of public investment has been made in the area, and there are limited funds remaining.

What public improvements remain a high priority? Are there additional community benefits/ amenities /public improvements that are needed to complete this area?

What urban features would make this area more complete? How can it become as livable as possible? How can it best serve the region? What should this area include in the future?

- Affordable housing
- High quality, active public spaces
- Parks and recreational trails



- Neighborhood serving retail
- Community institutions
- Jobs and the preservation of commercial space
- Places to gather
- Public art
- Safer streets
- Other?

Community Outreach

To date, the Consultant Team has conducted more than 25 interviews with stakeholders, all five City Council Members, City decision makers, and City staff regarding the Milpitas Metro Plan. Immediately following the City Council Special Meeting, on July 1st, 2020, a public survey will commence for one month to introduce and gather input on the project from the general public. The project website, milpitasmetro.org, will go live on July 1st, 2020 with information about the Milpitas Metro Specific Plan. An online open house is planned for Fall 2020 in anticipation of the Shelter-In-Place order to remain in effect.

Appendix:

List of Stakeholders Interviews

Here is a list of interviewed stakeholders and their key takeaways.

Role/Firm	Name	Takeaways
Chamber of Commerce	Inderjit Mundra and Warren Wettenstein	Need more commercial potential here especially with Class A and Flex. Taller buildings will bring more commercial opportunities
Equus Associates (Houret Court)	Joe Gorme and Ron Caselli	Oddly shaped site. Potential to consolidate sites. Tried higher density, it's a challenge. Retail is tough here.
Simon (Great Mall)	Jocelyn Gubler and Cecily Barclay	Open to residential on-site in addition to the existing mall. Does not see commercial land uses as viable in this market. Lifestyle center potential for new heart of the area, interested in coordinating with VTA on the Great Mall frontage.
Planning Commission	Steve Tao	What is the next generation of products for housing, office? Think smaller and more nimble, not large Type A developments
VTA (Long Range Planning)	Melissa Cerezo, Lola Torney, and John Sighamony	New Design Guidelines for Connectivity, with a Tasman Complete Streets Plan. Addresses Great Mall Parkway. This PDA is eligible for Measure B Funds.



VTA (TOD Manager)	Jessie O'Malley Solis	Several sites in the Specific Plan area are now available. VTA is encouraging affordable housing, not interested in new commercial in this market but open to setting aside land for future development.
Lyon Living (The District)	Aaron Barger	Lot 3 is left and there is a "heart" developing at McCandless and Great Mall- they are working on a lifestyle center
SummerHill Housing Group	Katia Kamangar and Marshall Torre	Increase options for permitted commercial uses. Fees can be improved, advice needed on PJ Accounts
SCS Development (Piper)	Jim Sullivan	Look at fees and benefits for the City. There are benefits to higher density
The Core Companies (Main Street)	Kyle Zaylor	Willing to do smaller projects with lower parking ratios. Struggled with fee changes.
Parks & Rec	Renee Lorentzen, Tegan McLane	Open space challenges, Citywide Park Master Plan, and Outreach Opportunities
MUSD Board & EDTC Board	Chris Norwood	Planning for school expansion now - need to anticipate the future growth of the area.
Building Safety & Housing	Sharon Goei, Robert Musallam, Adam Marcus	Discussed Main Street Parcels - Senior Housing. Overview of City Affordable Housing Objectives. Awaiting RHNA numbers from HCD.
Planning Department	Lillian Van Hua and Michael Fossati	TASP Area Planning Status, Sango and Tarob Court projects
Public Works	Tony Ndah and Harris Siddiqui	PW Planning Status, and coordination of TASP Update with the Storm/Sewer/Water Master Plan
Chief of Police	Armando Corpuz, Kevin Moscuza, Jared Hernandez	Coordination with BART and County. Traffic is tough, hard to circulate. Locate a new substation in Beat 1 to keep response times low.
Santa Clara County Roads	Ellen Talbo, Ananth Prasad	Improvements on Montague. New pedestrian dynamic signaling
BART (Planner)	Susan Poliwka	BART Projections and planning
City of San Jose (Planner for Berryessa BART Station Area)	Charla Gomez	Planning context for neighboring Berryessa Station
HOA Focus Group	HOA's in the area	Tried twice, no responses. Will try again through a general public survey.

GIS Map Book

A book containing GIS Mapping of Existing Conditions for the Milpitas Metro Specific Plan Area follow this section.