



Milpitas Metro Specific Plan - Public Realm: Parks, Trails, Streetscape

Agenda Report Attachment prepared for the City Council Meeting on March 2, 2021

Prepared by Urban Field Studio and M-Group

This report is a briefing on Milpitas Metro Specific Plan policies that are being considered for the plan. The presentation delivered on March 2, 2021, will include:

- Approach to Shared Public Spaces: Parks, Trails, Streetscape
- Place & Identity
- Working towards the MMSP Draft

The City Council will be asked to weigh in questions, which can be found at the end of the attachment.

Milpitas Metro Specific Plan Status Update

The Framework for the Milpitas Metro Specific Plan (MMSP) has been drafted, and the Plan Draft is being prepared. Key policy ideas will be presented for consideration by the City Council over the three meetings and grouped by topic.

January 19 - Land Use and Density (Complete)

February 2 - Transportation, Mobility, Circulation, Parking (Complete)

March 2 - Public Realm (Upcoming)

(There will also be a Study Session with the Planning Commission following these three meetings.)

The Milpitas Metro Specific Plan (MMSP) will supersede the Milpitas Transit Area Specific Plan (TASP) and be notably briefer. The relevant portions of the TASP will be included in the MMSP, along with updated goals, policies, and actions to complete the

Milpitas Metro neighborhood. The MMSP effort is being coordinated with other City Plans and current planning efforts, including the following plans:

- General Plan Update (ongoing)
- Parks and Recreation Master Plan (ongoing)
- Active Transportation Master Plan (ongoing)
- Urban Water Management Plan (ongoing)
- Housing Element (upcoming)
- Gateway/Main Street Specific Plan (upcoming)

This plan was initially scheduled to conclude in April 2021; however, it has been extended to provide planning and environmental review for additional housing development in order to comply with RHNA and respond to property owner interest in housing development in the Great Mall Subdistrict. The Milpitas Metro Specific Plan will be drafted during Spring 2021. The Environmental Impact Report will be prepared beginning in early 2021. The project is anticipated to be completed at the end of 2021.

In our meeting with the City Council in September 2020, the Council expressed support for the seven Plan Vision Elements:

The Milpitas Metro Plan Vision

1. To create a more complete neighborhood.
2. To expand neighborhood services and the variety of retail.
3. To preserve space for jobs near transit.
4. To provide affordable and market-rate housing.
5. To provide safer and more attractive multimodal connections for walking and biking.
- 6. To provide a greater variety of shared public spaces.***
- 7. To enhance the sense of place and identity of the Metro Area.***

**This meeting will focus on these two parts of the Vision.*

This vision statement will form the foundation for the MMSP. Additionally, a foundational premise for the TASP/Metro Plan is and has always been to facilitate higher density and intensity of development close to the mass transit hub to meet the City's jobs and revenue needs and comply with State housing obligations.

Development Principles

Development on large and small sites throughout the Milpitas Metro Plan area will adhere to the following principles:

1. Large sites will be divided into zones that prioritize creating a walkable street grid, accessible spaces, and development opportunity areas.
2. Phased projects will prioritize the development of affordable housing and public amenities.
3. The MMSP will establish design guidelines for buildings and the public realm to ensure a high-quality environment, walkable scale, and a strong sense of place.
4. The MMSP will both encourage and limit residential, Commercial, Retail, and Hotel development, though future plan updates may increase site capacity allowances.
5. Development will be lower scale adjacent to existing residential neighborhoods and higher along Great Mall Parkway and other arterials.
6. Property owners will be encouraged to develop and maintain privately owned public spaces.
7. Development will be subject to the same fees throughout Milpitas Metro.

Recap of Land Use/Density Meeting January 19, 2021

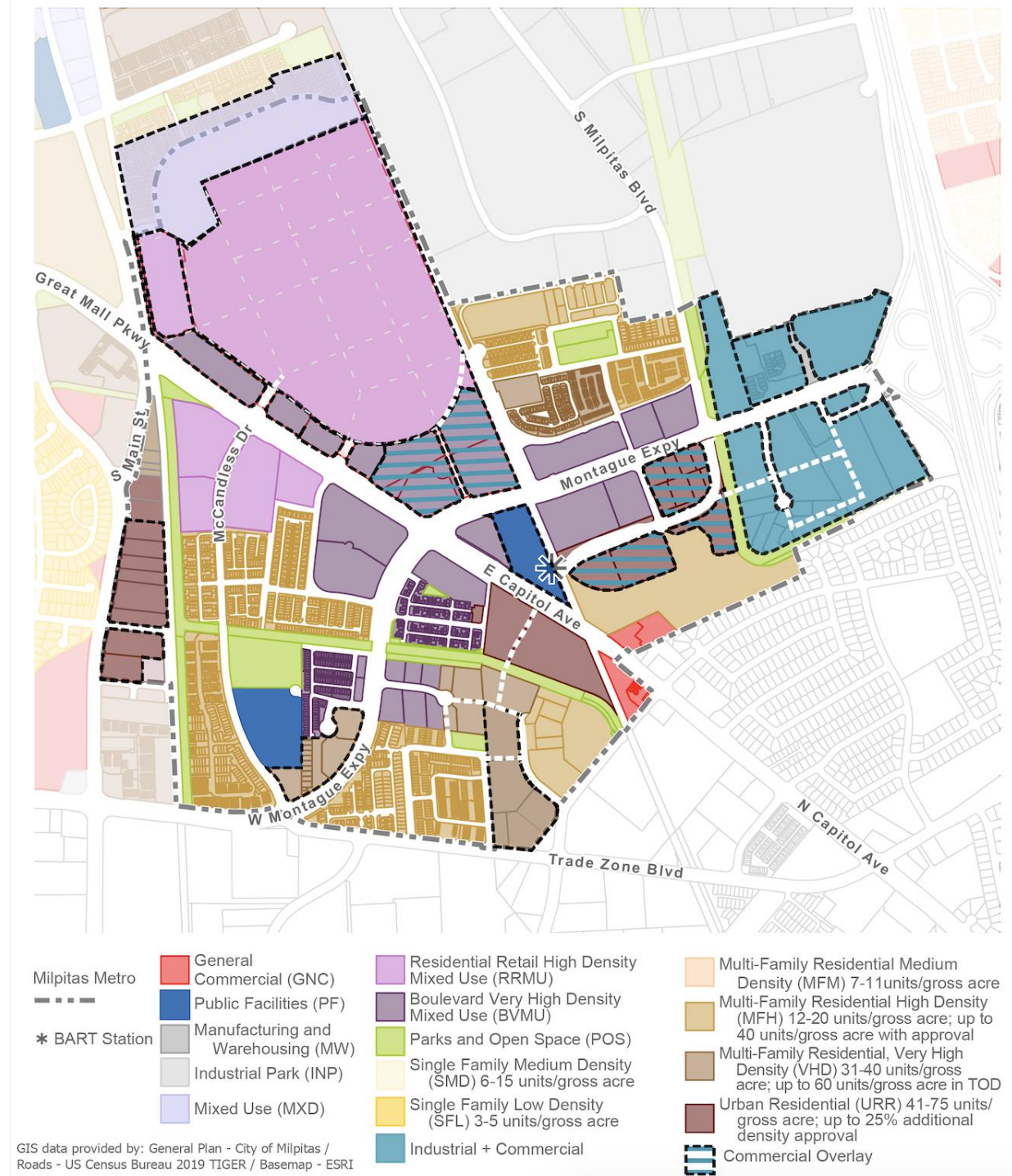
Table 1, below, illustrates the Development Capacity that is anticipated for this Specific Plan. The land use map, Figure 1, was presented to the City Council for consideration on January 19, 2021. These draft land uses will be codified into zones following their approval. While current Milpitas zones are used in Figure 1. Proposed Land Use Map, it is likely that similar new zones will be developed specifically for Milpitas Metro.

Table 1: Proposed Additional Land Use

Land Use	Additional Projected for MMSP
Residential	7,000 dwelling units
Office	3,000,000 sf
Retail	300,000 sf
Hotel	700 rooms

Figure 1: Proposed Land Use Map

LAND USE



Recap of Transportation Meeting February 2, 2021

The *Circulation Element* in the current General Plan update serves as a foundation for the policies and concepts underlying Milpitas Metro. Key General Plan concepts include:

- the need to develop **complete streets** to accommodate multimodal transportation, overcoming barriers to provide greater connectivity for pedestrians and bicyclists, reducing **vehicle miles traveled (VMT)**, and
- the implementation of **transportation demand management strategies** to provide incentives and greater convenience for users of non-vehicle transportation.

The General Plan also emphasizes the need to view transportation through an **equity** lens to ensure that **safe, comfortable transportation choices** are available to all, considering factors that include income level, race, age, and disability. Statewide policies related to reducing greenhouse gas emissions, including The California Environmental Quality Act (CEQA), have been modified so that transportation impacts are no longer measured by traffic congestion (i.e., delay at intersections or Level of Service). Impacts are now calculated based on the number of vehicle miles traveled associated with development projects and new transportation facilities.

Figure 2: This modeled aerial view of the Milpitas Metro Specific Plan Area shows the connections needed to make the neighborhood complete for pedestrians and cyclists.

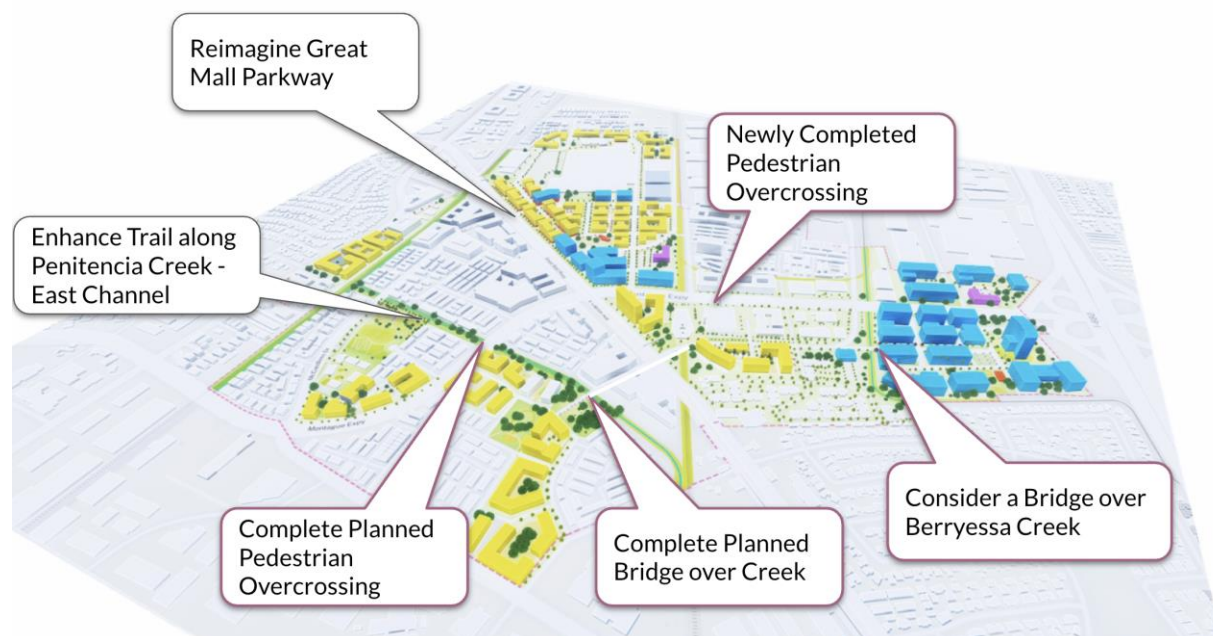


Figure 3: Tango Connections with Parks



Figure 4: Illustrative showing a potential pathway along Penitencia Creek East Channel



City Council Comments on Transportation

1. Do you support the Milpitas Metro policy approach to implementing General Plan priorities of focusing on multimodal transportation, reducing VMT, and equitable access to mobility? *The majority of the City Council supports this approach for multimodal transportation.*
 - a. Are we missing any Connections? *All connections seem covered. Let's fix those missing connections.*
 - b. Do you support the Complete Streets approach for Great Mall Parkway? *Yes, with some reservations about changes to Great Mall Parkway regarding capacity for vehicles and impact on traffic.*
 - c. Do you support the proposed transportation demand strategies (TDM) and reducing vehicle miles traveled (VMT) approach? *Yes. The trade-off of cars for pedestrian safety is important.*
2. Do these policies address concerns about impacts that may be associated with land use and density proposed for the Milpitas Metro Specific Plan? *Yes, and here are some more ideas.*
 - *Don't forget curbside management. Anticipate new technology like autonomous vehicles*
 - *Remember safety and crime prevention.*
 - *Improve wayfinding*
 - *Tie more closely to reducing emissions and climate change goals*
 - *Make sure that it's something that is convenient for everybody*
 - *Make sure there are places to go - open spaces, even on rooftops*

Reinforcing the Experience of Living, Working, and Visiting Milpitas Metro

The Milpitas Metro neighborhood's urban experience will be quite different compared to the rest of Milpitas. The anticipated density from the MMSP is an urban format, but it doesn't need to feel crowded and impersonal. The opportunity to live closer to a diversity of services is convenient. And, the connections between shared open spaces can be a benefit to all with more chances for social interaction. The upcoming presentation will focus on **shared public spaces** and **place and identity**.

The Vision for the Milpitas Metro Area includes providing a greater *variety* of shared public spaces and enhancing the neighborhood's sense of place and identity. We commonly refer to shared public spaces as the **public realm**. Addressing the public realm requires us to think about a broad range of spaces, such as:

- Parks
- Plazas
- Spaces in between buildings
- Recreational spaces
- Open, outdoor spaces/destinations (including on rooftops and balconies)
- Trails and pathways
- Streetscape/sidewalks
- Wayfinding signage and public art (landmarks)

The urban form should accommodate different kinds of outdoor spaces in close proximity to each other, and be connected as much as possible, to serve the broad spectrum of needs for public and private life. The goal of the Milpitas Metro Specific Plan is to encourage different kinds of public and private outdoor spaces, different kinds of shared/common spaces, different types of areas for different needs and activities from general to specific, in spaces that connect inside and outside, and including streets as public spaces.

Summary of Public Comments about Public Realm

An Open House Survey was open for public comment from September 30 to October 12, 2020. The 101 responses from the Open House Survey and Community Meeting Live

Poll show “open space” and “fun destinations” as two of the top 3 priorities for the Plan Area. The top 3 preferences for open space types were plaza, farmers’ market or community event space, and trails.

In another community engagement survey conducted earlier in July through August 2020, staff received similar feedback from the 316 respondents engaged in the survey. Fourteen percent of the comments mentioned the need for more open space, particularly spaces that support social gatherings. The top 3 preferences for types of public spaces were places to gather, contemplative spaces, and recreational spaces. The community also identified determiners of how much people like an area. The top answers are physical accessibility and retail/restaurant activity. In write-in comments, respondents suggest creating community spaces on Main Street, back of Great Mall, and close to transit.

Implementing the General Plan

The MMSP will work to implement General Plan policies on public spaces, wayfinding, public art, pedestrian and bicycle-oriented development, parks and public space, and sustainability. A selection of relevant General Plan policies is below:

General Plan Policies: Wayfinding

CIR 2-7 Provide inclusive and diverse wayfinding measures to provide directional guidance for pedestrians, bicyclists, and transit riders.

CIR 4-3 Encourage walking, biking and transit use by prioritizing and implementing “first-mile/last mile” improvements, wayfinding and educational efforts in the vicinity of the Great Mall transit center, light rail stations, the BART station, and heavily used bus stops.

Goal CD-8 Enhance gateways and wayfinding and identity and construct landmarks for an improved sense of arrival place and orientation for residents and visitors throughout Milpitas

General Plan Policies: Public Art

Goal CD-9 Enhance the quality and character of Milpitas' Public Spaces to provide safe, comfortable, and enjoyable passive and active recreation opportunities for all users

CD 9-4 Incorporate outdoor plazas or other common areas that provide space for special landscaping, public art, food service, outdoor retail sales, or seating areas for patrons in retail settings appropriate to such pedestrian activity. The plaza or other common area should be appropriately scaled to the retail use and shall be directly connected to the primary walkway.

CD 3-10-D Provide comfortable pedestrian amenities, such as quality seating areas, lighting, and wide, shaded paths, along with specialized and engaging design features, such as interesting fountains or public art to draw and maintain people's attention.

General Plan Policies: Pedestrian and Bicycle-Oriented Design

Goal CD-1 Design Buildings, sites, and streets to enhance pedestrian and bicycle mobility

General Plan Policies: Parks and Open Space

Goal PROS-1 Provide a diversified and high quality public park and trail system that provides recreational opportunities for all residents.

Goal PROS-2 Provide recreational opportunities that meet the needs of all residents, especially the most vulnerable and underserved members of the community.

Goal PROS-3 Ensure the provision and preservation of diverse and accessible open spaces throughout the planning area.

General Plan Policies: Sustainable Design

Goal CD-11 Enhance Milpitas' commitment to sustainable design by minimizing negative environmental impacts and utilizing resources efficiently

MMSP Vision: Providing a greater variety of shared public spaces

Parks have historically been managed by working to provide a set number of acres per person, which is a suburban model. As a metric, this requirement is easy to understand: Milpitas requires 5 acres per 1,000 people in suburban areas, and 3.5 acres per 1,000 people in the more urbanized TASP area. TASP requirements are further modified: of the 3.5 acres per 1000, only 2.0 of the 3.5 acres are required to be parks, the rest being plazas, linear parks, and related spaces. Under the TASP, the parkland required would be on the order of 49 acres for the development that has occurred so far. So far, 11.25 acres have been built (McGuire Park 2.75 acres, McCandless 4.0 acres, and Tango 4.5 acres).

Playing Out the Parks Ratio

	TASP	MMSP	Total
Units	~7,000 units	~6,000 units	~15,000 units
People (x2 per unit)	~14,000	~12,000	~26,000
Acres (3.5 per 1,000)	49 acres	42 acres	91 acres
Remaining land			200 acres
Parks built to date	11.25 acres		



While it is certainly possible, and indeed expected, that more public open space will be developed in Milpitas Metro as the area evolves, it is unlikely that the City will acquire 42 acres inside the plan area. To provide a sense of scale, Union Square in San Francisco is 3 acres. The size of the park just doesn't match the land available, and the collected fees for public spaces fall short for buying more land.

This current requirement requires only an amount of space and does not specify what kind of space it is, amenities in the space, or how close and accessible it is to residents. As cities urbanize this (suburban) model for providing adequate open space becomes less and less tenable.

Rather than focusing on acreage, the City and Parks Master Plan consultants are indicating that the focus should be on improving existing parks and ensuring that new open spaces provide high levels of service, recreational value, or opportunities to have a variety of experiences in a more compact area than is possible on a large, grassy field, for example.

New Model: Parks Level of Service or Recreation Value System

As neighborhoods urbanize all over the country, new models for evaluating park/open space adequacy and success have been developed. General Plan *Goal PROS-1* is, “Provide a diversified and high-quality public park and trail system that provides recreational opportunities for all residents.” In service of this and other General Plan goals related to equitable access to recreation programs and high-quality open spaces, the Milpitas Parks and Recreation Master Plan Update (anticipated to complete in Spring 2021) will establish a methodology for evaluating recreational value or level of service for parks and recreation facilities. Using this methodology, the City will be able to develop parks and collaborate with developers on the development of private and public open spaces to achieve the maximum utility and enjoyment of these spaces for and by the people of Milpitas.

The Parks Level of Service model will allow the City to evolve its understanding of adequacy in public spaces. The Parks Level of Service model will calculate community benefits of open spaces given how many people are served and the number of things they can do within a reasonable distance of their homes and offices. This type of value system prioritizes

- the variety of experiences
- access/proximity to experiences
- a more comprehensive range of spaces (not just grassy parks with fields)

Question 1: Do you support the use of a different parks model, such as the Parks Level of Service or Recreation Value System because the Milpitas Metro Area is a more urbanized neighborhood?

Parks Fee

Developers are currently required to pay a TADIF (Transit Area Development Infrastructure Fee) based on the 3.5 acre/1,000 resident goal. The MMSP proposes to retain the overarching TADIF structure, as it includes impact fees for a variety of public improvements, but to consider recalculating the TADIF to update the park fees component, likely reducing the focus on land acquisition costs over level of service. In addition, the MMSP will explore the possibility of creating an updated funding structure that would enable the City to focus on providing a high level of parks service citywide by allowing a portion of the TADIF to be used for park and recreation open space across the city. Residents of Milpitas Metro are likely to benefit from and use all City facilities, and the Metro area does not have space available to accommodate larger facilities, such as playing fields and recreation centers, that may be located elsewhere in the city.

Question 2: Do you support maintaining the 3.5 acre/ 1,000 resident parks and rec fee, which will be utilized as described in the Parks Master Plan?

On-site Open Spaces

Public parks, recreational facilities and open spaces are essential elements of a city and of individual neighborhoods. At the more granular level, communal or public outdoor spaces are essential elements of residential developments. The MMSP proposes to refine the approach used in the TASP to require that developers provide on-site private and public outdoor space, but does not establish a requirement for the amount or quality of space. The MMSP proposes establishing a standard requirement of approximately 100 sq. ft. of on-site private or communal outdoor spaces on each residential or mixed-use development site.

The planning team is currently working with City staff and the Parks planning team to determine specific requirements, but anticipates requiring:

- ~100 sq.ft. of open space on-site per unit
 - At least ~30% of on-site open space be communal, rather than have access restricted to the residents of a particular unit

- At least ~5% of open space be accessible to the public
- Incentivizing amenities from a checklist
 - Requiring a minimum number of amenities
 - Requirements are reduced with more amenities provided

The TASP currently allows developers to count 20% of wide landscape buffers as public parks space, which may reduce the requirement to pay parks fees under the TADIF. Landscaped buffers may alternately be used to provide required on-site open space at the city's discretion, but may not be counted as both public and on-site open space.

Question 3: Do you support a standard requirement of on-site outdoor space?

MMSP Framework: Working toward the MMSP Draft

So far we have covered Land Use, Transportation, and the Public Realm with our three Framework Policy Presentations. How the neighborhood works in terms of infrastructure, and implementation are also part of the plan. We will lightly touch on them during the presentation and will address them more fully with the Draft Plan.

Draft Plan Structure

The proposed goals and policies for the MMSP will become the base structure of the draft Plan. The plan structure will be as follows:

- Vision
 - Principles
 - Topic Areas (eg. Land Use, Transportation, Parks, etc.)
 - Goals (eg. LU1, LU2, T1, T2, etc.)
 - Strategies (eg. LU 1.1, LU 1.2, etc.)
 - Action Items (eg. LU 1.1.1, LU 1.1.2, etc.)

Highlights are given in the next section, followed by a more extensive outline.

MMSP Vision: Enhancing the sense of place and identity of the neighborhood

How we feel about a place is affected by a number of factors: how well it is designed, the social experiences associated with that place, and its convenience and ease of use. The memorability of a place has to do with a recognizable identity.

Public spaces should foster a sense of identity as well as aid orientation and navigation. At the most basic level, **wayfinding signage** can brand a neighborhood with an identity, orientation, and navigation. However, it is the inclusion of **unique physical landmarks or prominent building corners, public art, and a hierarchy of identifiable territories** that really establish the sense of place and identity in a neighborhood.

Associated positive feelings also have to do with safety, cleanliness, programming of social activities, and an atmosphere of belonging. It is important that public spaces feel genuinely public and people feel welcome to come and spend time there. The built form should offer people, as individuals and in groups, better control over the spaces around them.

As a visitor, can you tell where the destinations are (without signs)? How obvious is it that you are in the neighborhood center or getting there? How do you know you are in the Milpitas Metro Neighborhood vs. another place?

The Milpitas Metro Area is distinguished from the rest of Milpitas - it is more urban, recently built, and transit-oriented. People know the neighborhood because it includes the Great Mall, it has an overhead light-rail line, and now it has the Milpitas BART Station and VTA Transit Center. This plan aims to establish a much richer and varied sense of place in Milpitas Metro and create a district known for its entertainment and shopping destinations, interesting parks, safe streets, ease of navigation, and cultural landmarks.

The MMSP Sense of Place Policy Highlights

The Milpitas Metro Specific Plan will work to build a sense of place in the district through a variety of means. This includes

- a street hierarchy that prioritizes active transportation and access to transit, while preserving the current vehicular capacity of roadways.
- promoting the development of vibrant shopping streets and more intimate, neighborhood streets
- a strong public arts program, and signage and wayfinding system that brands the plan area and makes finding your way easy

MMSP Vision: Promoting a Sustainable, Implementable Milpitas Metro Specific Plan

The Milpitas Metro Specific Plan will include policies that ensure adequate infrastructure in the plan area, promote sustainability in buildings and infrastructure, and ensure a cohesive and attractive district through objective design standards.

Infrastructure Policy Highlights

The planning team has been working closely with Public Works to ensure that there is adequate utility infrastructure to service the development specified in the emerging MMSP. The team does not anticipate major requirements for infrastructure expansion. In addition to standard infrastructure, the MMSP will prioritize sustainable infrastructure by establishing policies to promote green infrastructure, or natural infrastructure, as well as low impact development, or water-conserving buildings and landscaping.

Infrastructure fees will be part of the next presentation/discussion of the MMSP Draft with the City Council, and will be updated following the adoption of the MMSP.

Sustainability Policy Highlights

The Milpitas General Plan 2040 highlights the importance of, “preserving and improving Milpitas’ high living standards and natural resources while simultaneously providing for economic development, balanced growth, sustainability, improved air quality and reduced energy use.” The Milpitas Metro Specific Plan will work to implement the General Plan by forwarding sustainability in policies that require high levels of

sustainability in buildings, reducing greenhouse gas emissions by prioritizing the use of transit and active transportation, and supporting healthy habitats and vegetation in open areas throughout the district.

Design Guidelines Highlights

The life between buildings is defined by the design of the building, especially at the ground floor. Design guidelines that address the design of the building also relate to the public realm. Design guidelines help define how we walk up to, in to, and through buildings and access outdoor spaces. The planning team will work with Raimi + Associates, the consultants the City has recently brought on to develop Objective Design Standards for Milpitas, to establish Objective Design Standards for Milpitas Metro.

Further Detail on Goals and Policies

The Goals lay out the direction or intent of the plan in a key area of concern. Strategies indicate how Goals may be accomplished. In some cases, the plan will provide more detail in Action Items, which will indicate specifically how a particular strategy will be implemented.

This subsection includes Goals and Strategies related to land use and density or intensity. Action Items will be developed after the direction of the Goals and Strategies is supported by City Council.

1. Urban Design and Sense of Place

- 1.1. **Streets:** Provide an intuitive hierarchy of streets that includes a continuum from bustling to contemplative and neighborhood-oriented in character. The hierarchy shall limit where vehicles can go and expands upon the environments for pedestrians.
 - 1.1.1. Central Corridor: Enhance arterial streets - Montague Expressway, Great Mall Parkway, Capitol Avenue, South Main Street, and South Milpitas Boulevard - to include facilities for active transportation: pedestrians, bicyclists, and more.
 - 1.1.2. Access to Transit: Prioritize non-motorized, active transportation on Transit Access Routes (such as walking, running, and biking) to ensure direct, safe access to transit.

- 1.1.3. Shopping Streets: Establish retail and service clusters along shopping streets where these uses are economically viable and will support activity and vibrancy.
- 1.1.4. Neighborhood Streets: Create local streets within residential neighborhoods with a slower, pedestrian character.
- 1.1.5. Trails: Construct trails and linear parks that are representative of their neighborhoods in programming and landscape palette.
- 1.2. **Public Art:** Develop unique public art expressions in the MMSP area that give the community a stronger sense of place and identity, as well as add value to the cultural, aesthetic and economic vitality for its residents and visitors.
 - 1.2.1. Relevance: Fund and construct site-specific public art throughout Milpitas Metro to enhance the Milpitas Metro identity and diversify its cultural attractions.
 - 1.2.2. Connecting to Context: Work with VTA and community groups to promote public art on VTA Light-Rail Infrastructure.
 - 1.2.3. Placement and Suitability: Public art should be context-sensitive. Sites that have pedestrian access and are in or near public spaces (see 6.2) are ideal for public art.
- 1.3. **District Branding, Signage and Wayfinding:** Develop and install an attractive, consistent District Branding, Signage and Wayfinding system that builds off of the City of Milpitas branding and wayfinding.
 - 1.3.1. Wayfinding Signage: Develop seamless wayfinding signage that provides connections to and from major destinations.
 - 1.3.2. Inclusivity: Wayfinding signage should be accessible and be designed to be comprehensible by a wide range of users, including people of all ages and ability levels.

2. Parks and Public Spaces

- 2.1. **Access.** Ensure safe, broad, and equitable access to urban public spaces, such as parks, trails, rooftop gardens.
 - 2.1.1. Establish connections to parks and open spaces from the street and trail network.
 - 2.1.2. Distribute public spaces to maximize accessibility from residential neighborhoods, workplaces, and commercial areas.
 - 2.1.3. Create multiple smaller public urban spaces throughout the plan area rather than a single large park, locating at least one park in each subdistrict within walking distance from housing.
- 2.2. **Park Typologies.** Provide a variety of different-sized parks and public spaces, including urban parks, neighborhood parks, and community parks, that are appropriately scaled for their surroundings and support different activities.
 - 2.2.1. Support a range of activities within parks that meet the active and passive recreation needs of Milpitas Metro Area residents and workers.

- 2.2.2. Provide for a range of activities within the parks, including, but not limited to: walking, jogging, socializing, relaxing, picnicking, bicycling, gardening, arts and exercise classes for both children and adults, sports playing fields and courts, and flexible pop-up spaces. Provide:
- Passive recreation parks near housing that provide a visual amenity as well as place to walk dogs, take children to play, etc.;
 - Parks with sports fields;
 - Urban plazas and courtyards with landscaping, paving, benches and trees;
 - Staging areas along the trail network where people can access the trail system; and
 - Parks along creeks where people can enjoy passive recreation in a creek setting.
- 2.3. **Recreational Value.** Enhance and expand public open space facilities based on the Recreation Value System provided by the Parks and Recreation Master Plan.
- 2.3.1. Use the Recreation Value System to identify priority locations for new park facilities based on areas of deficiency and recreational opportunities.
- 2.3.2. Provide private open space to supplement public open space in meeting the outdoor and recreational needs of residents.
- 2.3.3. Ensure that parking at parks and community centers is monitored and parking time limits are enforced to ensure the availability of parking for facility users.
- 2.4. **Trail Network.** Develop trails that link into the citywide trail system in order to aid connectivity and provide recreational and leisure spaces.
- 2.4.1. Complete a pedestrian and bicycle network that connects trails and pathways to create a loop that connects the entire Milpitas Metro Area.
- 2.4.2. Create a network of trails along Penitencia Creek, Berryessa Creek, and railroad right of ways, where feasible.
- 2.4.3. Require all properties that the proposed trail network runs through to set aside land for the trails. This land will count towards the required public park land dedication requirement. If trail easements already exist or are acquired within the rail line or flood control right of ways, these easements may be used in lieu of land on development sites.
- 2.4.4. Extend the existing trails along the waterway and railroad tracks in the McCandless and Tarob/Sango subdistricts to the Transit Center, and provide a connection to the proposed trail along Penitencia Creek.
- 2.5. **Public/Private Partnership.** Work with property owners to develop public parks and open spaces as a part of development projects.
- 2.5.1. Activate the Great Mall subdistrict with flexible urban public open spaces that support a range of purposes, including social gatherings.
- 2.5.2. Consider a range of ownership and maintenance options when developing open spaces within larger developments

- 2.6. **Programming.** Program parks and public open spaces to provide a variety of both temporal and ongoing experiences and opportunities for community events and education.
 - 2.6.1. Coordinate with the Recreation and Community Services Department to activate parks and plazas with community events and allow residents and non-residents to rent out public spaces for events in compliance with citywide policies.
 - 2.6.2. Renew and develop park facilities to foster education about and engagement in the natural world.
 - 2.6.3. Where there is strong public support to manage and maintain them, establish community gardens and edible landscape within the neighborhood parks that will provide education, access to healthy foods, and economic support for the local food system
- 2.7. **Plazas.** The Metro Plan calls for a new public plaza at the Great Mall as well as the developing plaza at the Transit Center. More plazas could be developed as appropriate. These plazas should be safe, inclusive, and welcoming that serve as destinations for community members of all ages, income levels, and abilities.
 - 2.7.1. Access: Plazas should be designed to accommodate freight loading and unloading where access to the curb is required at early morning hours for adjacent businesses.
 - 2.7.2. Parking: Parking shall not be allowed or permitted within public plazas. Parking may be maintained adjacent or parallel to the plazas, but should be designed along the footprint of the future capital implementation.
 - 2.7.3. Inclusiveness: Plazas should welcome a diverse demographic. While plazas should spur consumption at nearby retail areas, they should be designed with social interaction and not necessarily consumption in mind.
 - 2.7.4. Materials: Plazas should be defined using low-cost, durable materials, that align with this plan's Infrastructure chapter (chapter 11).
 - 2.7.5. Landscape: Create a unique landscape palette for the public realm.
 - 2.7.6. Lighting: Safety and appearance of a plaza or terrace at night depend on the quality and positioning of illumination.
- 2.8. **Recreation and Cultural Centers.** Enhance Milpitas Metro as a recreational and cultural destination.
 - 2.8.1. Promote the establishment of a community and regionally-focused performing and visual arts centers.

3. Infrastructure

- 3.1. **Green Infrastructure.** Develop a Green Infrastructure network throughout the plan area.
 - 3.1.1. Incorporate the City's Green Infrastructure Plan and Green Stormwater Infrastructure Plan into new development.

- 3.1.2. Daylight existing creeks and waterways, supporting permeable creekbeds where practical in collaboration with regional water management agencies.
- 3.1.3. Identify opportunities to expand the use of plants, including those listed by the Santa Clara Valley Urban Runoff Pollution Prevention Program, in the planning area.
- 3.2. **Low-Impact Development.** Align new development and major retrofitting projects to the General Plan's low-impact development policies.
 - 3.2.1. Facilitate water recycling in district-wide developments within the planning area.
 - 3.2.2. Support the use of recycled water throughout the district in development, parks, open spaces.
 - 3.2.3. Encourage water, air and sound pollution, as well as greywater use, in industrial districts.
 - 3.2.4. Work with "power users" of energy, such as industrial uses, to use clean energy. This could include focused collaboration on implementing the General Plan's solar promotion policies, rebates for on-site energy generation, or other innovative methods to reduce reliance on non-renewable energy.
 - 3.2.5. Incorporate water runoff strategies such as rain gardens, bio-retention swales, and permeable pathways into development, roadways, parks and green infrastructure.
- 3.3. **Public Safety.** Support safe activity in the planning area as its resident and worker populations grow.
 - 3.3.1. Consider locating a Police Substation in the Innovation District adjacent to the BART station along Milpitas Boulevard Extension (show precise location on map)
 - 3.3.2. In implementation, identify areas or circulation routes where better lighting or increased public sightlines could encourage more activity.
 - 3.3.3. Consider working with public and/or private partners to develop a WiFi network allowing for continuous connectivity in public areas.
- 3.4. **Coordinate Costs.** Work with regional partners to coordinate planning and costs of implementation.
 - 3.4.1. In implementation, identify potential local, regional, and private partners who are working on issues that encompass the planning area in order to coordinate regional improvements and share costs.

Question 4: Are there any policies that you think should be added or modified, regarding Urban Design and Sense of Place, Parks and Public Spaces, and Infrastructure?

Summary of City Council Questions

- Question 1: Do you support the use of a different parks model, such as the Parks Level of Service or Recreation Value System because the Milpitas Metro Area is a more urbanized neighborhood?
- Question 2: Do you support maintaining the 3.5 acre/ 1,000 resident parks and rec fee, which will be utilized as described in the Parks Master Plan?
- Question 3: Do you support a standard requirement of on-site communal outdoor space?
- Question 4: Are there any policies that you think should be added or modified, regarding Urban Design and Sense of Place, Parks and Public Spaces, and Infrastructure?