

Apr 15 2022

**CITY OF MILPITAS**

STATE CLEARINGHOUSE

455 EAST CALAVERAS BOULEVARD, MILPITAS, CALIFORNIA 95035-5479  
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**Notice of Availability**  
**Milpitas Metro Specific Plan Subsequent Environmental Impact Report**  
**State Clearinghouse #2006032091**

**Date:** April 15, 2022

**To:** State Clearinghouse, Agencies, Organizations, and Interested Parties

**From:** City of Milpitas Planning Department  
455 E. Calaveras Blvd. Milpitas, CA 95035  
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Email: [kriley@ci.milpitas.ca.gov](mailto:kriley@ci.milpitas.ca.gov)

**Subject:** Notice of Availability of a Draft Subsequent Environmental Impact Report for the Milpitas Metro Specific Plan (SCH# 2006032091)

**NOTICE IS HEREBY GIVEN** that the City of Milpitas, acting as the lead agency under the California Environmental Quality Act, has prepared a Draft Subsequent Environmental Impact Report for the Milpitas Metro Specific Plan. The Milpitas City Council will receive a preliminary presentation on the Draft Milpitas Metro Specific Plan, which the Draft Subsequent Environmental Impact Report addresses, on April 19<sup>th</sup>, 2022, at 7:00 P.M. at Milpitas City Hall, 455 East Calaveras Blvd., Milpitas, CA.

**Project Description:**

The Project analyzed in the Subsequent Environmental Impact Report (SEIR), in compliance with the California Environmental Quality Act (CEQA), is the proposed Milpitas Metro Specific Plan (Metro Plan or Project). The Metro Plan is an update to the Transit Area Specific Plan (TASP). The City of Milpitas (City) adopted the TASP and certified a Final Environmental Impact Report (Certified EIR) for the TASP in 2008. The TASP is a regulatory plan that guides development in the approximately 437-acre TASP Planning Area (TASP Area) surrounding the Milpitas Transit Center, which includes regional bus and light rail service as well as a new connection to the Bay Area Rapid Transit (BART) system. The Metro Plan aims to update the original TASP vision to transform the area into a transit-oriented neighborhood and complete the emerging neighborhood by expanding access to neighborhood services and retail, creating new opportunities for jobs near transit, providing additional affordable and market-rate housing, enhancing multimodal connections and non-vehicle mobility throughout the area, providing a greater variety of shared public spaces, and strengthening the identity sense of place within the Metro Plan Area.

The Metro Plan Planning Area (Metro Plan Area) covers a significant portion of the southern area of the City. The Metro Plan provides policies to guide development in this district in terms of land use, circulation, community design, and utilities and services. Policy 7.5 of the original TASP requires the creation of a coordinated development plan for the parcels at and around the Milpitas Transit Center, and the Metro Plan will continue to fulfill that requirement. The Metro Plan expands the original 437-acre TASP Area by

approximately 60 acres, annexing an industrial area on the east side near Interstate (I-) 680 (I-680) and approximately 13 acres on the west side along a portion of South Main Street, resulting in a Metro Plan Area of 510 acres. Figure 1 shows the location of the Metro Plan.

Implementation of the Metro Plan would result in the following four main changes when compared to the TASP.

1. Expansion of the original 437-acre TASP Plan Area by approximately 73 additional acres, for a total of 510 acres, in order to facilitate the development of an Innovation District east of the Milpitas Transit Center and to promote opportunities for housing development along South Main Street. In addition, the Metro Plan redefines the five Districts, such that they are bounded by major streets and are located on a mix of land uses, development densities, park placements, street grids, pedestrian connections, and proximities to the Milpitas Transit Center.
2. Changes to the land use classifications (increased allowable densities, new land use classifications, and change in location of land use classifications) and policies, compared to the TASP. The proposed land use map for the Metro Plan is shown in Figure 2.
3. Additional residential and non-residential density and related population and employment growth, compared to the TASP.
4. Extension of the Metro Plan horizon year by 10 years (from 2030 to 2040), compared to the TASP.

The buildout associated with the Metro Plan would be in addition to the buildout already planned for in the TASP. The buildout planned for in the TASP is summarized in Table 1, which also summarizes the development that has been built or entitled since 2008. In summary, the Metro Plan at buildout, as compared to the TASP, would result in approximately 7,000 additional dwelling units, 3,000,000 additional square feet of office (including industrial), 300,000 additional square feet of retail, and 700 added hotel rooms.

**Table 1: Comparison of Existing Growth Under the TASP and Additional Growth Under the Metro Plan**

Land Use	2008 Existing Development	TASP Planned New Development	Total TASP Planned Development	Entitled by 2019 <sup>1</sup>	Additional Projected Development for Metro Plan by 2040	Total Planned Development (TASP plus Metro Plan)
Dwelling Units	468	7,109	7,577	6,955	7,000	14,577
Office (sf)	52,780	993,843	1,050,000	10,630	3,000,000 <sup>2</sup>	4,050,000
Retail (sf)	1,970,000	287,075	2,240,000	186,500	300,000	2,540,000
Hotel (rooms)	292	350	642	0 <sup>3</sup>	700	1,342

<sup>1</sup> Entitled, under construction, or constructed/occupied.

<sup>2</sup> Includes 500,000 sf of industrial uses

<sup>3</sup> Currently there are concept plans for a high-rise hotel.

Note: The Metro Plan would also allow for a police station to be developed in the Innovation District, with a potential location shown on Figure 2-4. The potential police station use is discussed in this Draft SEIR where relevant to the impact analysis.

sf = square feet

### **Alternatives**

During preparation of the Draft SEIR, the City also considered and evaluated alternatives to the Metro Plan. Below are the alternatives selected for further review in the Draft SEIR:

- *No Project Alternative:* The No Project Alternative is required by CEQA, assumes full buildout of the TASP, as disclosed in the Certified EIR.
- *Reduced Height Alternative:* The Reduced Height Alternative places a height restriction across the Metro Plan Area that limits building heights to 75 feet, which would reduce the additional projected dwelling units by 1,000 units and the additional office space by about 500,000 square feet compared to the Metro Plan.
- *Removal of Western Expansion Area Alternative:* The Removal of Western Expansion Alternative would remove the western expansion area from the Metro Plan Area and reduce the additional projected dwelling units by 500 units, compared to the Metro Plan.

### **Potential Environmental Impacts**

The Draft SEIR includes an Initial Study that concluded that impacts to the following resources would be less than significant: aesthetics, agricultural and forestry resources, biological resources, cultural resources, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, tribal cultural resources, and wildfire. The Draft SEIR also concluded that impacts to the following resources would be less than significant: land use and planning, population and housing, public services and recreation, transportation, and utilities and services systems. Finally, the Draft SEIR identified significant and unavoidable impacts even after mitigation for air quality, greenhouse gas emissions, noise, as well as cumulative impacts for these resources.

### **Hazardous Waste Sites**

Portions of the project are located on or in close proximity to areas with hazardous materials contamination compiled pursuant to Government Code Section 65962.5 (Cortese List).

### **Availability of the Draft Subsequent Environmental Impact Report**

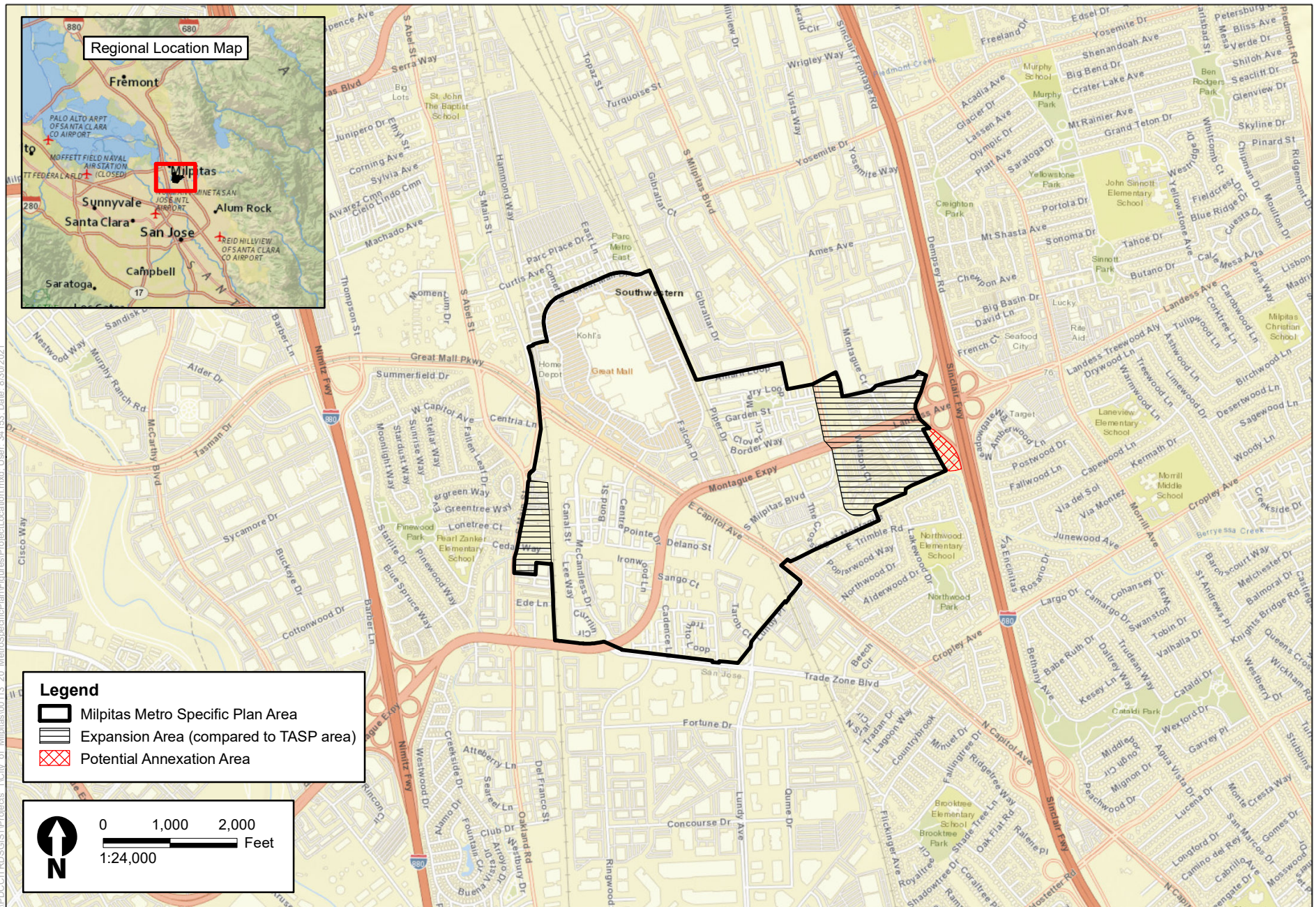
The Draft SEIR, Draft Metro Plan, and the documents incorporated by reference are available on the City's website at: <https://www.ci.milpitas.ca.gov/metro/>. Printed copies of the Draft SEIR, Draft Metro Plan, and the documents incorporated by reference are available for public viewing at the City of Milpitas, Planning Department located at City Hall 455 E. Calaveras Boulevard, Milpitas, CA 95035 and at the Milpitas Library, 160 North Main Street, Milpitas CA 95035.

### **Comments on the Draft Subsequent Environmental Impact Report**

The 45-day public review period on the Draft SEIR will be from April 15, 2022, to May 30, 2022. Comments on the Draft SEIR must be received no later than 5:00 p.m. on the last day of the Draft SEIR public review period, and can be submitted by any of the following methods:

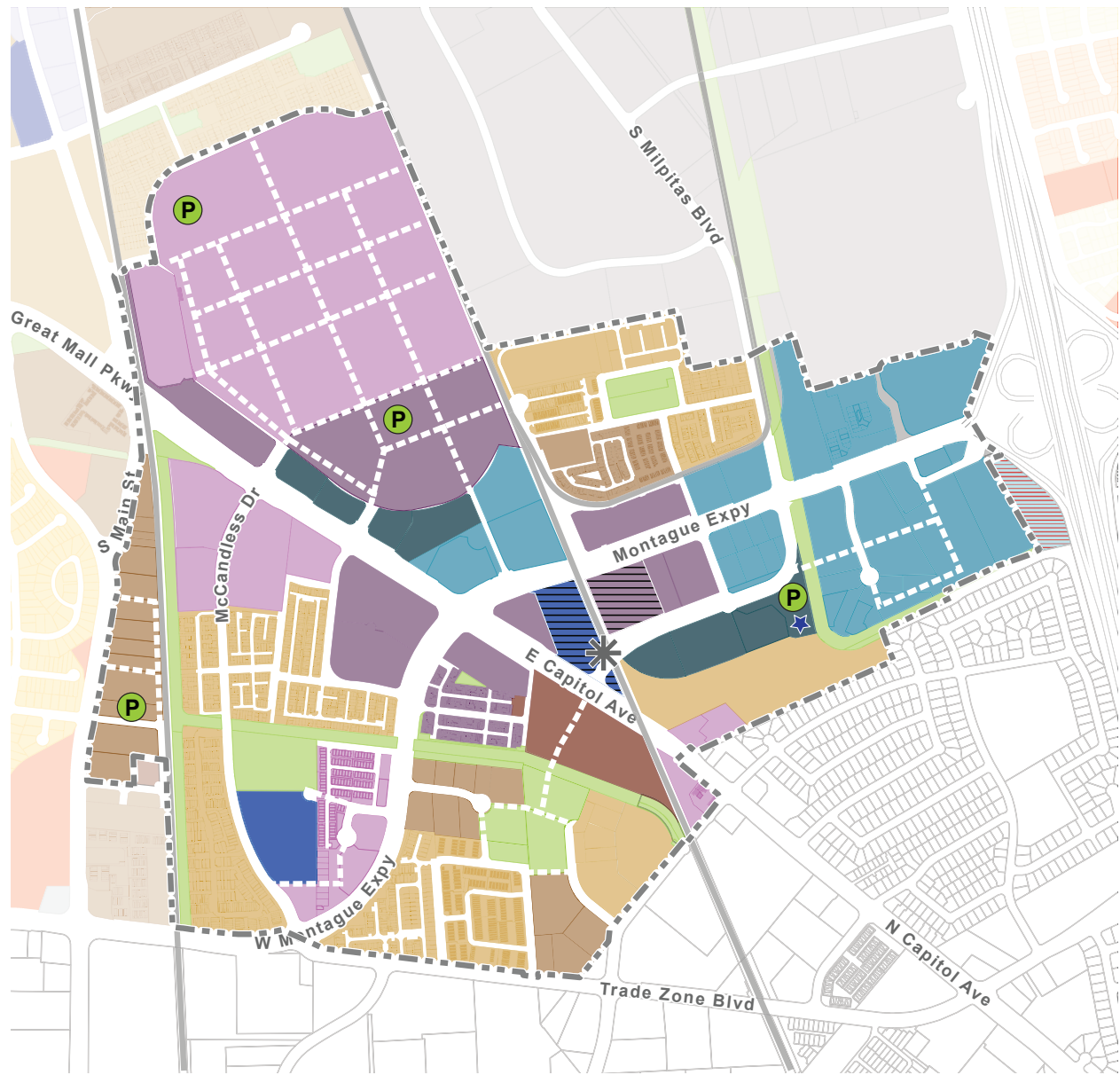
- Mail: City of Milpitas Planning Department  
Attn: Kevin Riley, Metro Plan Project Manager  
455 East Calaveras Boulevard  
Milpitas, CA 95035
- Email: [kriley@ci.milpitas.ca.gov](mailto:kriley@ci.milpitas.ca.gov)  
Please include "Metro Plan Draft SEIR" in the email subject heading.





**Figure 1**  
**Project Location Map**





- |                      |  |   |   |
|----------------------|--|---|---|
| --- Milpitas Metro   | Public Facilities (PF)   | Boulevard Very High Density Mixed Use (BVMU) 85-250 units/acre; 2.5-5.0 FAR     | Multi-Family High Density Residential (MFH) 30-40 units/acre      |
| * BART Station       | Permanent Open Space (POS)   | Business Park Research & Development (BPRD); 1.0-2.5 FAR                        | Multi-Family Very High Density Residential (VHD) 40-85 units/acre |
| ★ Police Substation* | Residential Retail High Density Mixed Use (RRMU) 40-85 units/acre; max 2.5 FAR | Business Park Research & Development, Limited Residential (BPRD-R); 1.0-5.0 FAR | Urban Residential (URR) 70-120 units/acre                         |
| (P) Park*            | Potential Annexation Area  |   |   |
| — Railway            |  |   |   |
| ≡ Transit Center     |  |   |   |

\*Location is approximate and shall be determined through the implementation of the MMSP.

GIS data provided by: General Plan - City of Milpitas / Roads - US Census Bureau 2019 TIGER / Basemap - ESRI

Updated April 6, 2022