2017 COMMUNITY PROFILE

MILPITAS, CA

MILPITAS
General Plan Update

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MILPITAS' GENERAL PLAN IDENTIFIES THE COMMUNITY'S VISION FOR THE FUTURE.

ENVISION MILPITAS

To prepare a meaningful General Plan, existing conditions must be understood and documented. This Community Profile summarizes key development patterns, natural resources, socioeconomic conditions, and environmental constraints in the city that must be considered when charting the course for Milpitas' future.

In 2016, the City of Milpitas embarked on an effort to update its General Plan, a long-term policy document which identifies the community's vision for the future and provides a framework to guide decisions on growth, development, and conservation of open space and resources in a manner consistent with the quality of life desire by residents and businesses. The City of Milpitas' General Plan Update is a multi-year process that will include a comprehensive update of the General Plan, which sets a vision for the future of the city and an Envi-

The City's new General Plan will provide the framework for long-term decision making in Milpitas for the next 20 years.

ronmental Impact Report (EIR), which investigates the possible impacts of the General Plan Update policy changes to the surrounding physical environment.

To prepare a meaningful General Plan, existing conditions must be understood and documented. This Community Profile summarizes key development patterns, natural resources, socioeconomic conditions, and environmental constraints in the city that must be considered when charting the course for Milpitas' future. The Community Profile is a summary of information prepared under separate cover within the project's Existing Conditions Report. This abbreviated document will be a resource for the community to refer to during and after the General Plan Update process in order to understand where Milpitas has been and where it's going. For more detailed information on the topics covered in the Community Profile, we encourage you to review the comprehensive Existing Conditions Report.

Over time, the city's population and the physical environment in which its residents live and work changes. In order for the General Plan to be a useful document, it must be monitored and periodically revised to respond to and reflect changing conditions and needs. As such, a general plan should be comprehensively updated approximately every 15-20 years to reflect current conditions and emerging trends. This effort is the first comprehensive update to the City's General Plan since 1994. This General Plan provides the framework for long-term decision making in Milpitas for the next 20 years. We appreciate the community's participation in this project and look forward to a bright future for our City.

For more information, please visit:
https://Milpitas.generalplan.org/

At the project website, you can access project newsletters and status reports, the Existing Conditions Report and other key deliverables, frequently asked questions, and updates on how to get and stay involved.

THE HISTORY OF MILPITAS

Humans are believed to have resided in northern Santa Clara County for the past 13,000 years, however, early settlement in the region by Europeans began with the establishment of the Mission Santa Clara de Asís in 1777. The lands of the City of Milpitas were originally awarded to individuals as land grants.

The town of Milpitas began in 1856, with the first building erected by Frederick Creighton in 1856. The community expanded to provide goods and services for the farmers and ranchers of the region. In the 1880s, the population had expanded to about 200 and the town was an important provider of strawberries and asparagus crops. The railroad line was extended through the region in 1869, adding greater contact with the larger marketplace for the production from the ranchers and farmers. The town continued to grow slowly and by 1922, the town had expanded to a population of 800.

In 1953 the Ford Motor Company purchased land to start a plant to assemble automobiles. With pending problems of providing housing, streets, and utilities for the new work force, the town was incorporated by vote in 1954 and reached a population of 5,000.

In the 1980s, the town changed direction with the growth of the high-tech industry. In 1983, Ford closed the plant at a loss of 2,400 jobs. The City attracted many Silicon Valley professionals who preferred the lower home prices available at the time. The City increased in population in the 1980s by a third, and by 1992, the population was about 54,000.

PROJECT BACKGROUND

A general plan is a "constitution" or "blueprint" for the future physical and economic development of a county or city. All future planning decisions and project approvals must be consistent with the general plan, including, but not limited to: Area Plans, Master Plans, subdivisions, public works projects, public services, and zoning decisions. A general plan has four defining features, as described below.

General

As the name implies, a general plan provides general guidance for future land use, transportation, infrastructure, environmental, and resource decisions.

Comprehensive

A general plan covers a wide range of social, economic, infrastructure, and natural resource issues. There are seven State mandated topics that general plans must cover including: **land use, circulation, housing, conservation, open space, safety, and noise**. The Milpitas General Plan Update will include goals, policies and implementation programs to address the seven state mandated topics and a range of optional topics, including **parks and recreation, community design, economic and fiscal sustainability, air quality and energy, flood management, water resources, and community health and wellness**.

Long-Range

A general plan provides guidance on achieving a long-range vision of the future for a city or county. To reach this envisioned future, the general plan includes goals, policies, and implementation programs that address both near-term and long-term needs. The City of Milpitas General Plan Update will look ahead approximately 20 years.

Integrated and Coherent

The goals, policies, and implementation programs in a general plan must present a comprehensive, unified program for development and resource conservation. A general plan uses a consistent set of assumptions and projections to assess future demands for housing, employment, public services, and infrastructure. A general plan has a coherent set of policies and implementation programs that enables citizens to understand the vision of the general plan, and enables landowners, businesses, and industry to be more certain about how future planning decisions will be made and implemented.

DEMOGRAPHICS

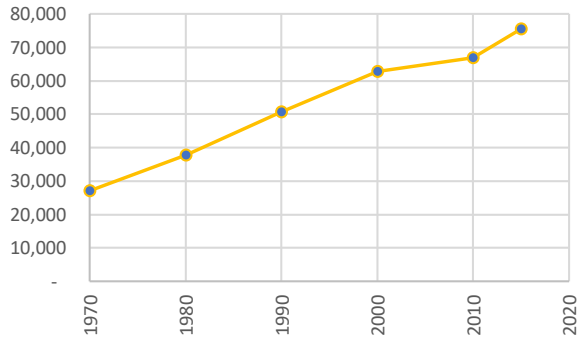
According to the U.S. Census Bureau, Milpitas was the **8th fastest growing city in the nation between July 2014 and July 2015**. In 2016, Milpitas had a population of approximately 75,000 people. From 1970 through 2000, Milpitas' population grew significantly from 27,149 in 1970 to 62,698 in 2000. Recently, Milpitas has experienced substantial population growth, adding almost 10,000 residents between 2010 and 2016. This city's growth averaged 1.4 percent annually –faster growth than that recorded for Santa Clara County or the Bay Area.

Consistent with the large proportion of family households and households with children, Milpitas residents have a **lower median age** compared to residents in the county and the region. In 2015, the median age in Milpitas was 36.8, compared to 37.2 in Santa Clara County and 38.6 in the Bay Area. The median age increased in all three geographies between 2000 and 2015, which was driven in large part by the aging of the baby boomer generation. In Milpitas, the proportion of residents over the age of 65 grew from 7 percent in 2000 to 12.7 percent in 2015.

Milpitas has many **households with children**. The city's average household size in 2015 was 3.32, higher than Santa Clara County (2.97 persons per household) and the Bay Area (2.77 persons per household). The larger average household size is driven by the higher percentage of family households with children under the age of 18.

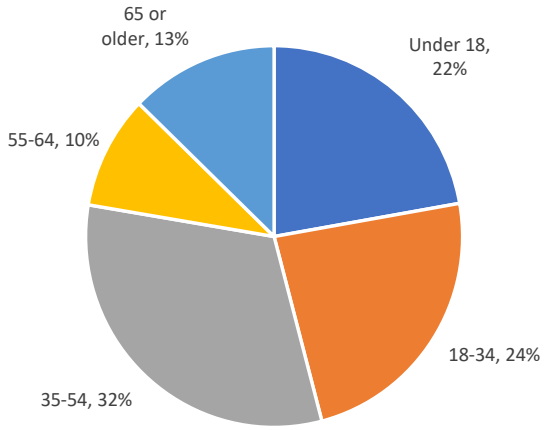
Milpitas has a **diverse range of housing types**. Single family homes are the most prevalent home type (56%); the remaining housing types include single family attached (16%), duplexes, triplexes, and fourplexes (7%), multi-family apartments with five or more units (20%), and mobile homes (2%).

Milpitas, Population Growth, 1970-2016



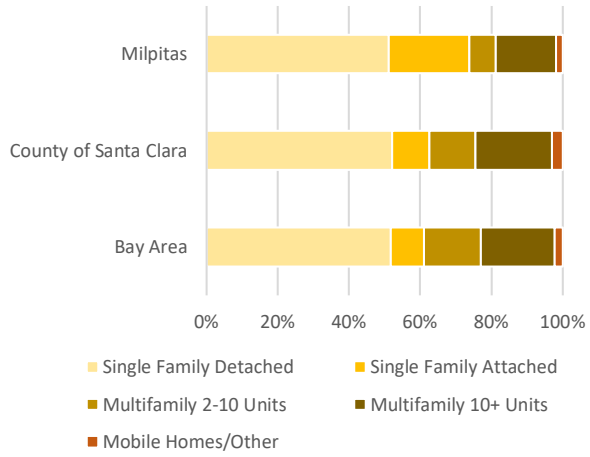
Source: U.S. Decennial Census, 2000, 2010, DOF 2016 E-5 Estimates

Milpitas, Age Distribution, 2015



Source: US Census, 2000; ACS, 2015

Milpitas, County of Santa Clara, Bay Area, Housing Stock Distribution, 2015



Source: ACS, 2015; BAE, 2016.

LAND USE

THE GENERAL PLAN LAND USE MAP GRAPHICALLY REPRESENTS THE GROWTH AND DEVELOPMENT VISION FOR THE CITY.

Milpitas features a variety of housing opportunities, quality schools, conveniently located neighborhood parks, shopping centers, and transportation facilities. The City provides a variety of recreational opportunities, including aquatics, cultural arts and theater, sports leagues and activities, youth programming, and senior activities and services.

Milpitas is often called the "Crossroads of Silicon Valley" with most of its land situated between two major freeways (I-880 and I-680), State Route 237, and a County expressway. A new light rail line opened for service in 2004 and an extension of BART including a major multi-modal station is in the planning stage. Regional mobility is important because Milpitas' location affords residents, visitors and employers convenient access to all parts of the Silicon Valley and the San Francisco areas.

The city has developed on the flat plain between the Mission Hills to the east and baylands to the west. The Mission Hills and Monument Peak (elevation 2,594 feet) from a distinctive scenic backdrop to the city and are important to community identity and character. The community enjoys extensive hillside views of the foothills and the tree-lined Coyote Creek corridor which provide Milpitas with a scenic backdrop and visual reference points.

EXISTING LAND USE

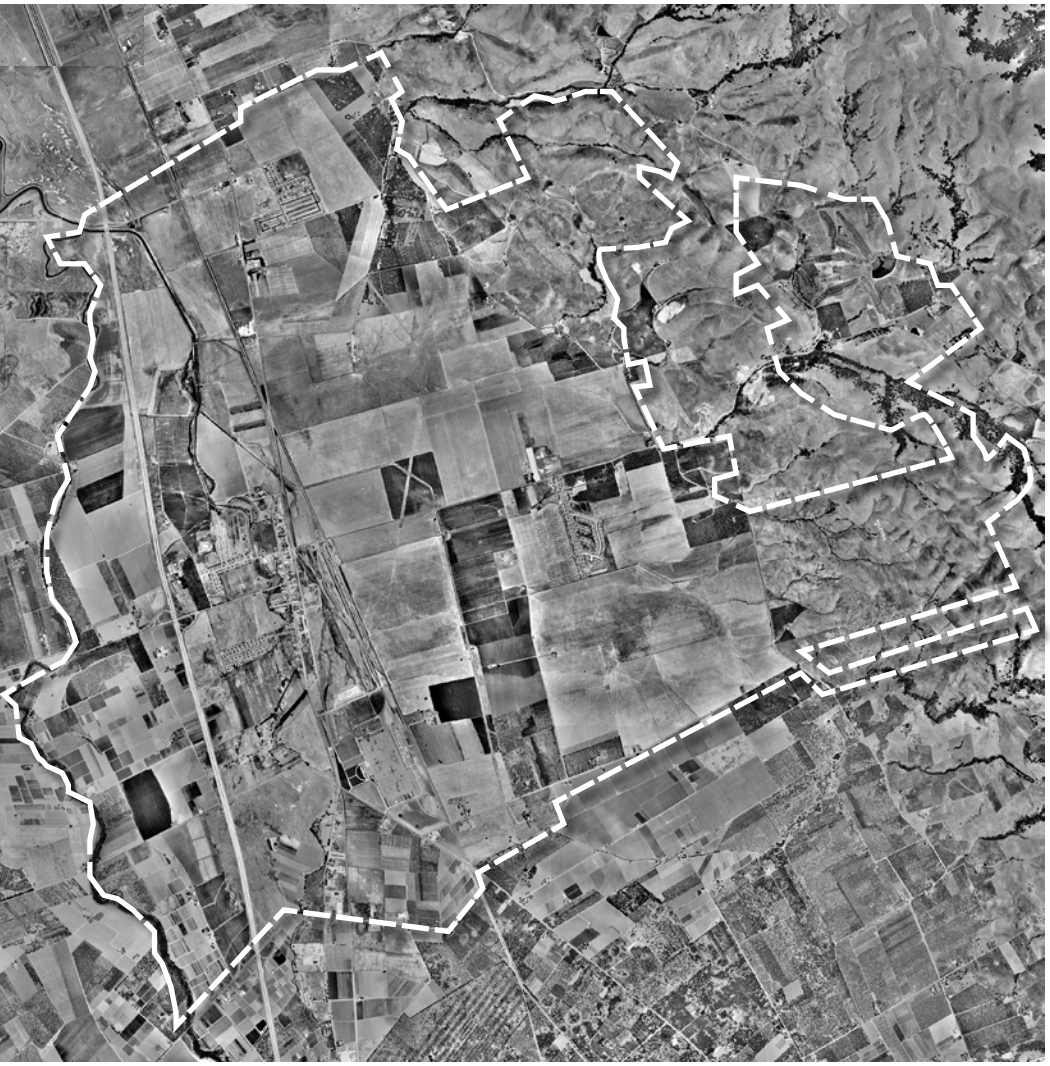
When discussing land use, it is important to distinguish between existing land uses and planned land uses as defined in the General Plan. Existing land uses are those uses that are on the ground right now, the real development that is found within the community. General Plan land uses, like those identified in the City's current General Plan, represent the community's long-term plan for the distribution of land uses within the City. In most cases, existing land uses are consistent with the General Plan land uses. However, in limited areas, the City envisions a different use that what's on-the-ground (the existing use); for example, the community may desire an area of outdated corridor commercial uses to transition to residential or mixed-use development sometime in the future. These areas of change or inconsistency represent places in the City where the General Plan needs to provide special policy direction to guide long-term land use and development decisions. The exhibits on the following pages illustrate Milpitas' existing land use pattern and the land uses as defined in the City's adopted/current General Plan.

On-the-ground (existing) conditions reveal that Milpitas is comprised predominately of residential uses, including single-family houses and multi-family developments (i.e., duplexes, triplexes, fourplexes, condominiums, townhomes, and apartment buildings). The predominate type of multifamily development is apartment complexes of five or more units. The majority of non-residential development acreage in the city is Industrial nonmanufacturing, which includes approximately 17% of the city's land area and includes approximately 19.2 million square feet of building area. Many of the city's commercial uses are located in and around Calaveras Boulevard, and Great Mall Drive. Commercial uses within the city include approximately 5.6 million square feet of building area. The City is also home to industrial manufacturing uses (860,552 square feet) and office uses (1.3 million square feet). The remainder of the City is comprised of agricultural land (pasture, grazing, and rangeland occupies 7.9% of lands within the city's hillside areas), institutional uses, parks and recreational facilities, transportation, communication, and utilities. Vacant urban land accounts for approximately 7% of all land within the city.

Existing and General Plan land uses are different from the City's Zoning Ordinance, which includes the Zoning Map. The Zoning Ordinance implements the policies of the General Plan by specifically classifying and regulating the uses of land and structures within the city. The Zoning Ordinance is adopted to protect and promote the public health, safety, comfort, convenience, prosperity, and general welfare of residents, and businesses in the city and must be consistent with the General Plan.

In addition to the land use direction provided in the General Plan and in the Zoning Ordinance, Milpitas also has two major land use plans (Milpitas Transit Area Specific Plan and the Midtown Specific Plan) that oversee the development of their respective planning areas. These plans act as tools for implementing the goals and policies of the General Plan through the regulation of use, density, height and other design standards to achieve the overall vision for the selected area.

1956
EARLY

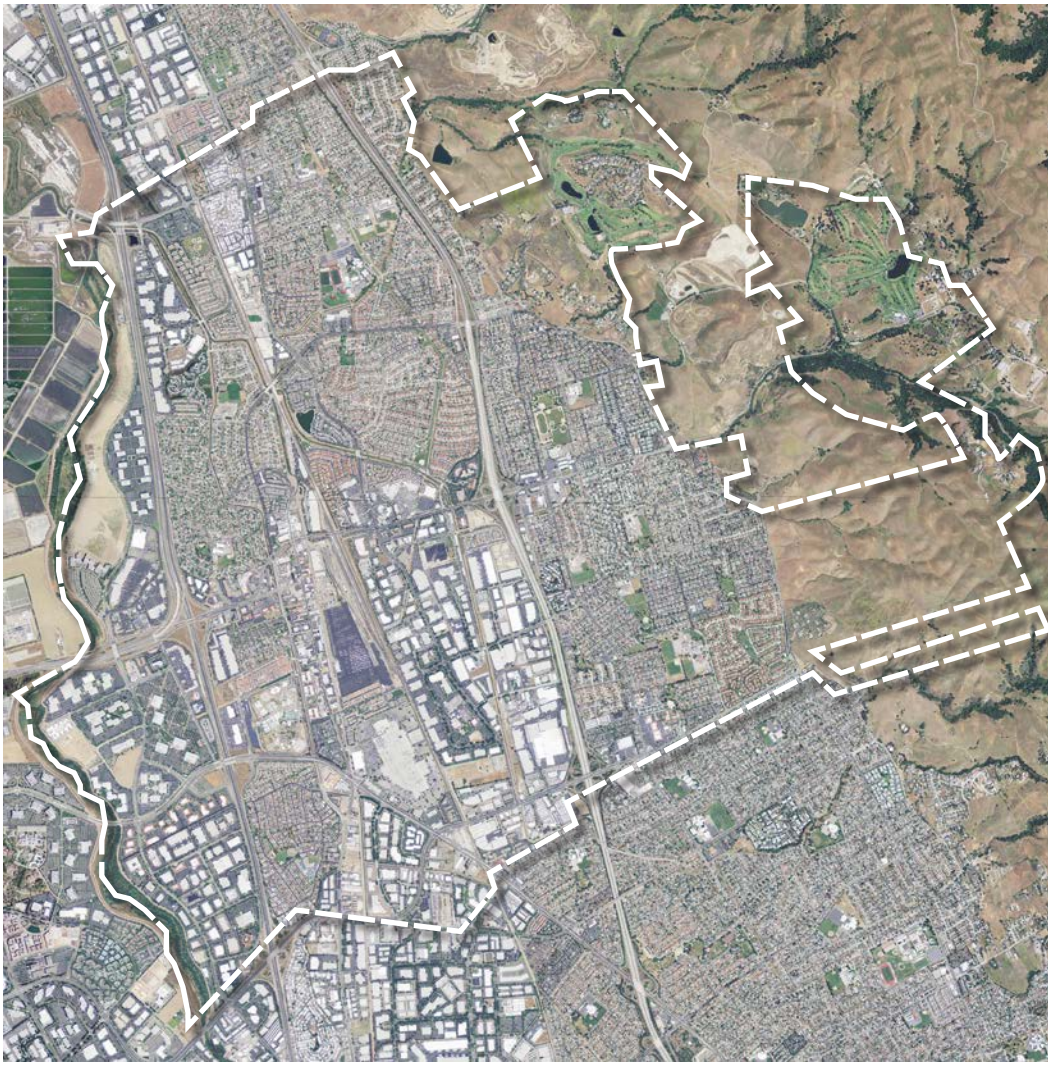


1980
MIDDLE

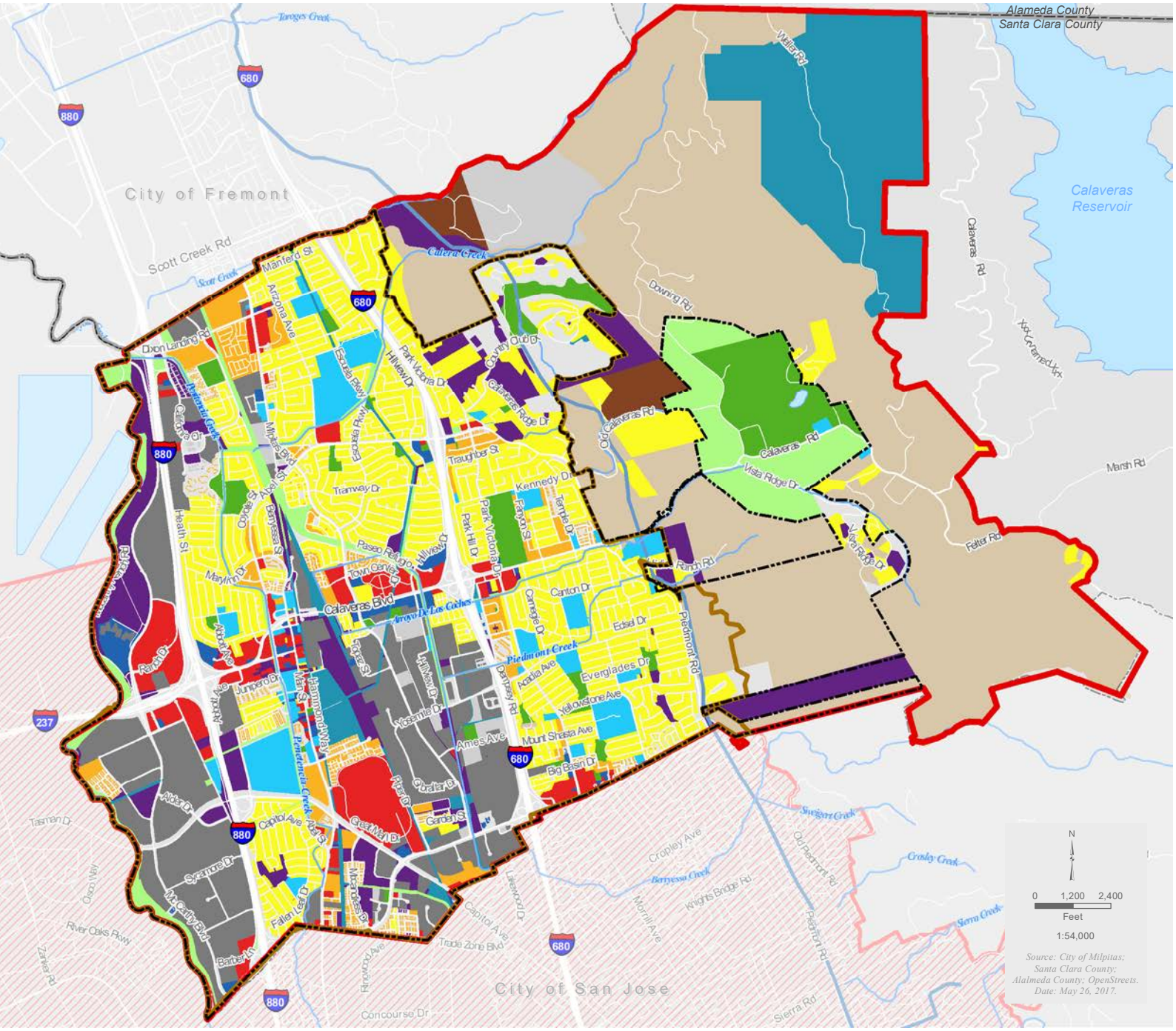
VISUAL RESOURCES AND COMMUNITY IMAGE

The City of Milpitas and the surrounding areas possess numerous visual resources that contribute to Milpitas' community image. Milpitas' image is of an urban community located at the foot of a significant section of the Mount Diablo Range. Monument Peak, located northeast of the City of Milpitas, is part of the Diablo Range and forms the border between Alameda County and Santa Clara County. The foothills, sparsely settled, represent a semi-wilderness of rugged terrain, remote plateaus and distant views for Milpitas residents.

2016
NOW



EXISTING LAND USES



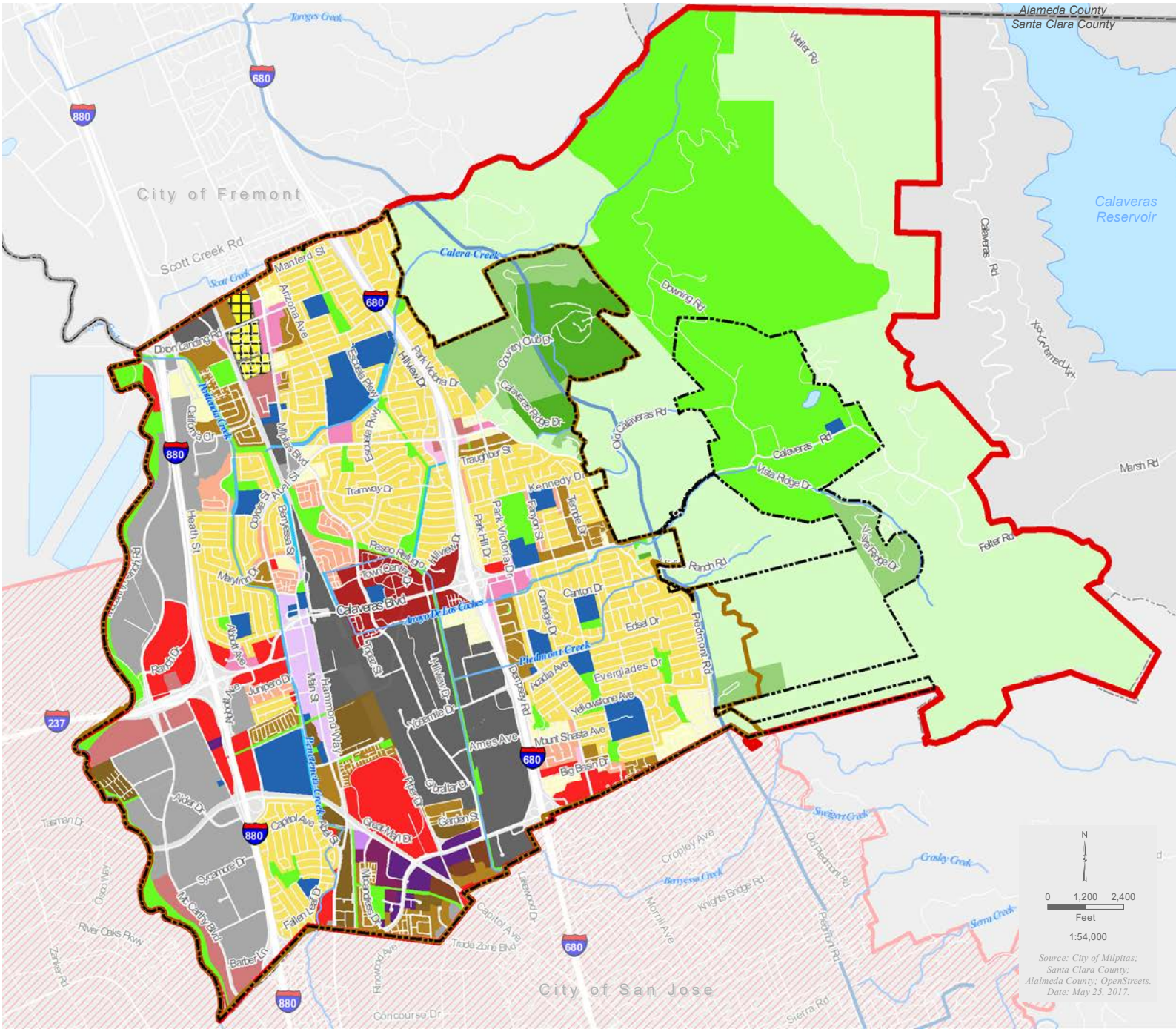
Assessed Uses

- Single Family Residential
- Multi-Family Residential
- Commercial
- Industrial Manufacturing
- Industrial Nonmanufacturing
- Institutional
- Office
- Agricultural
- Extractive Land Uses
- Parks and Recreational Facilities
- Open Spaces
- Transportation/Communication/Utilities
- Vacant Urban Lands

Planning Areas

- City of Milpitas
- Milpitas Urban Service Area
- Milpitas Sphere of Influence
- County Boundary
- San Jose Planning Limits of Urban Growth

CURRENT GENERAL PLAN LAND USES



General Plan Land Use Designations

- HVL - Hillside Very Low Density
- HLD - Hillside Low Density
- HMD - Hillside Medium Density
- SFL - Single Family Low Density
- SMD - Single Family Medium Density
- MFM - Multi-Family Medium Density
- MFH - Multi-Family High Density
- VHD - Multi-Family Very High Denisty
- URR - Urban Residential
- MHP - Mobile Home Park
- MXD - Mixed Use
- RRMU - Residential Retail High Density Mixed Use
- BVMU - Boulevard Very High Density Mixed Use
- HDTOR - High Density Transit Oriented
- PAO - Professional & Administrative Office
- RSC - Retail Subscenter
- GNC - General Commercial
- HWS - Highway Service
- TWC - Town Center
- MFG - Manufacturing
- INP - Industrial Park
- PF - Public Facilities
- POS - Permanent Open Space
- WW - Waterway

Planning Areas

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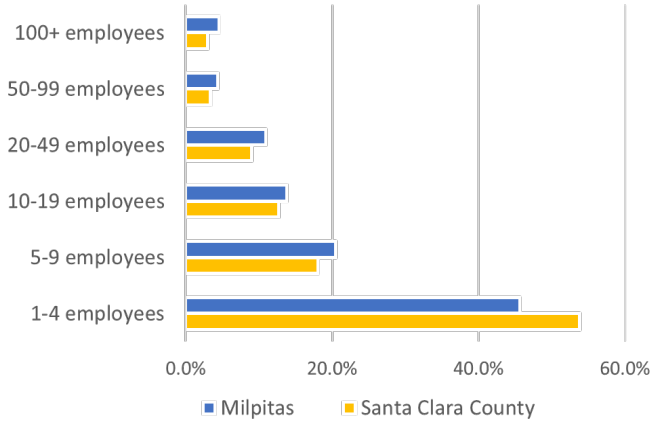
ECONOMICS & FISCAL CONDITIONS

The first half of this section focuses on economics, and provides a snapshot of the attributes of businesses in Milpitas, the quantities and types of jobs in Milpitas and of residents, commuting patterns. A comparison to Santa Clara County and larger Bay Area, and in some cases the State overall, is included for several demographic variables. It should be noted that, to the extent possible, the current state overview reflects 2015 estimates from industry-standard data sources.

The second half of this section looks at the City's fiscal conditions; the objective is to provide a common understanding of how the City incurs costs and derives revenue, how these both relate to the various City departments, and the potential implications of these dynamics on future development, as it pertains to the City's General Plan Update.

DISTRIBUTION OF FIRMS BY EMPLOYMENT CLASS SIZE (% OF TOTAL FIRMS)



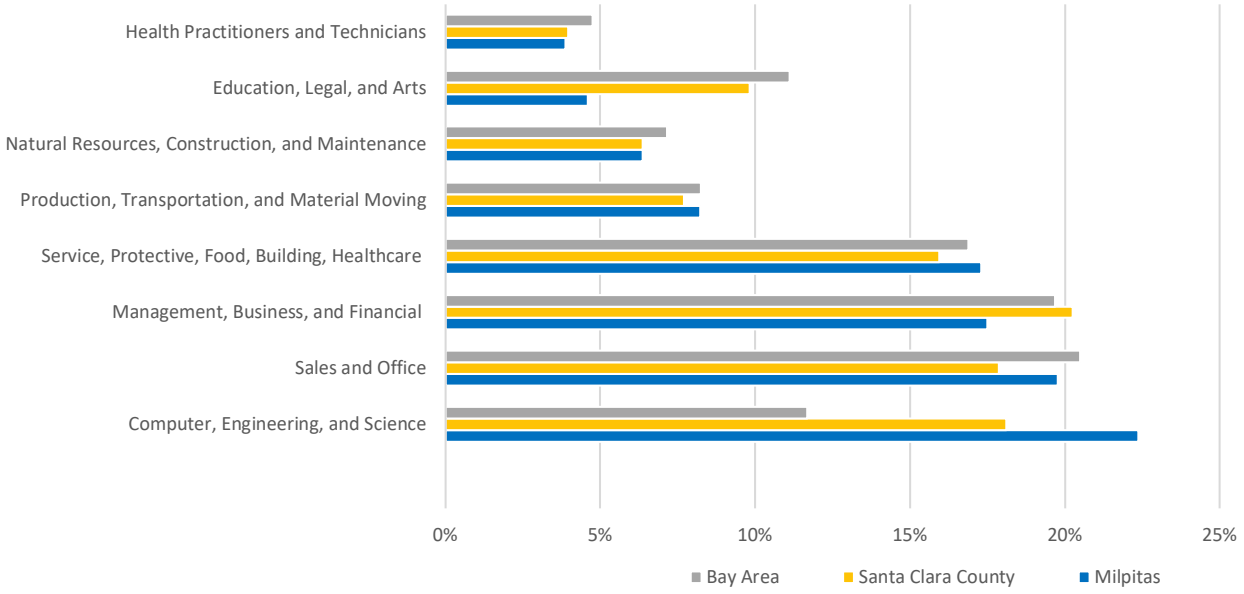
ECONOMIC BASE

Businesses in Milpitas tend to be slightly larger compared to businesses in the County. More than 45 percent of all firms in Milpitas had between 1 and 4 employees in 2014, which was lower than the share of firms in the county (53.8 percent) that had between 1 and 4 employees in 2014. Firms with less than 50 employees (the typical definition of small business) accounted for 91 percent of firms in Milpitas, compared to 93.7 percent in the county. Of the ten top employers in Milpitas in 2015, seven were tech companies.

EMPLOYMENT COMPOSITION

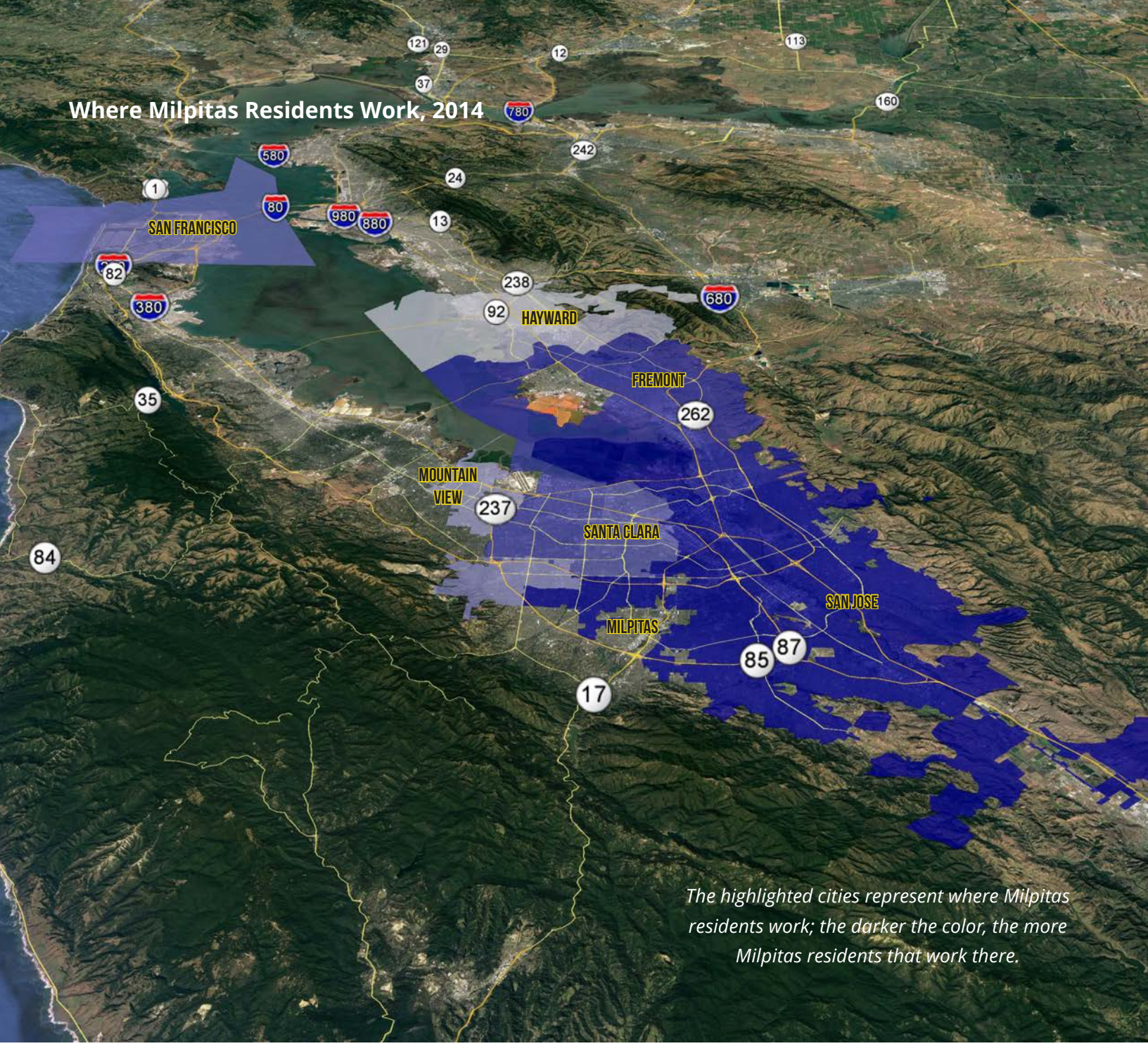
An evaluation of the employment composition in the city has revealed that Milpitas varies somewhat from Santa Clara County and the Bay Area with respect to typical resident occupations. Computer, engineering, and science occupations employ the largest share of Milpitas residents (22.4 percent), followed by sales and office (19.8 percent) and management, business and financial (17.5 percent) occupations. Relative to the county and region, Milpitas had a much larger share of residents employed in computer, engineering, and science occupations (22.4 percent compared to 18.1 percent in Santa Clara County and 11.7 percent in the region). A smaller share of Milpitas residents (4.6 percent) work in education, legal, and arts occupations compared to employed residents in the county (9.8 percent) and the region (11.1 percent).

Employment by Sector: Milpitas Residents and Jobs in Milpitas, 2016



Note: Service occupations include protective services, food preparation and serving, building and grounds cleaning, healthcare support, and personal care services.

Source: ACS, 2015; BAE, 2016.



Source: U.S. Census Bureau. 2016. OnTheMap Application. Longitudinal-Employer Household Dynamics Program, 2014.

COMMUTE PATTERS

Approximately 20.8% of employed Milpitas residents also work in Milpitas. Of those Milpitas residents that did not work in the city, most worked in nearby cities within Santa Clara County, including San Jose 30.6%, Santa Clara 10%, Sunnyvale 7.5%, and Mountain View 3.6% Palo Alto 2.3%. Eight percent of Milpitas residents also worked in the adjacent City of Fremont, with other locations outside of Santa Clara County comprising only 4.7% of all work locations for Milpitas residents. Similarly, most of the people that are employed in Milpitas live either in Milpitas or adjacent cities. Approximately 41.6 percent of people employed in Milpitas live in San Jose, 15.7 percent live in Milpitas, and 7 percent live in Fremont. Commute modes for Milpitas residents are similar to the region, with nearly 80% driving alone and 44% having commutes of 15-29 minutes.

INDUSTRY TRENDS

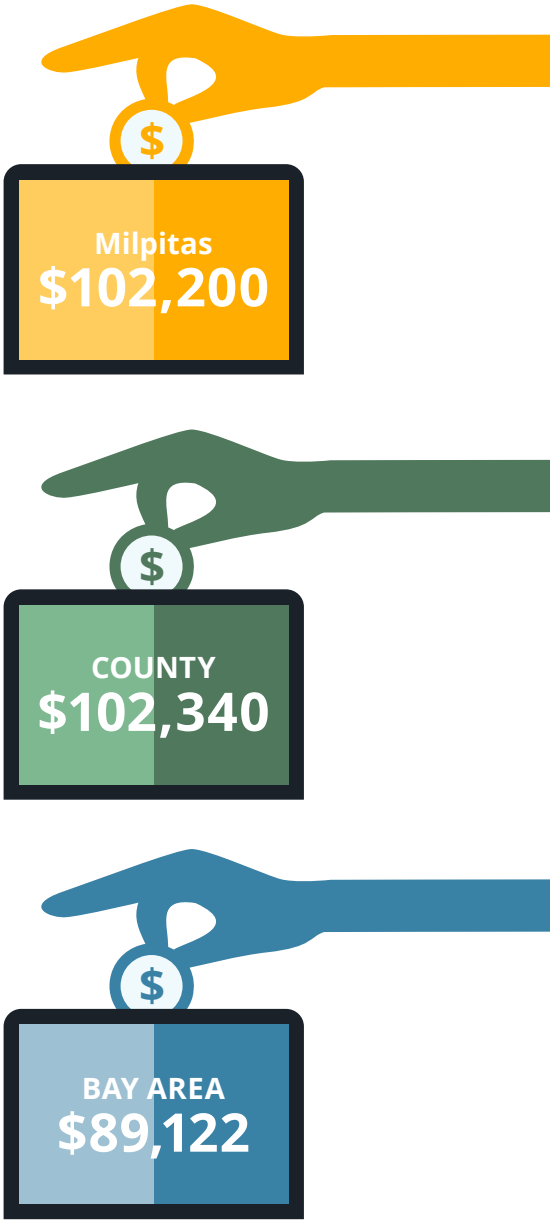
Between 2010 and 2015, the total number of jobs in Milpitas grew by 11,752, an increase of 37.1 percent. The pace of job growth seen in the city during this period far exceeded the rate in Santa Clara County, which saw the number of jobs increase by 20.1 percent over the same time period. Manufacturing and professional and business services accounted for more than half of the total jobs gained in Milpitas between 2010 and 2015.

Although manufacturing employment decreased as a proportion of overall city-wide employment between 2010 and 2015, the industry continues to play a large role in the local economy. As of 2015, manufacturing employment accounted for 30.6 percent of the city's total employment. Approximately 6,600 jobs, or half of the city's manufacturing employment, was concentrated within the semiconductor and other electronic component manufacturing subsector.

Between 2010 and 2015, the manufacturing industry added 3,281 jobs. According to EDD QCEW data, several Manufacturing subsectors showed employment gains between 2000 and 2015: industrial machinery manufacturing (452 jobs), semiconductor and other electronic components manufacturing (351 jobs), computer and peripheral equipment manufacturing (77 jobs), and medical equipment and supplies manufacturing (85 jobs). Although detailed employment data for other manufacturing subsectors are unavailable due to confidentiality restrictions, business firm data suggest that most manufacturing employment in Milpitas is concentrated in the computer and electronic product sector. Of the 167 manufacturing firms that were located within Milpitas in 2015, 79 were classified as computer and electronic product manufacturing.

The professional and business services industry accounted for only 16.8 percent of the city's total employment in 2015; however, the industry has seen substantial growth in recent years. Between 2010 and 2015, the number of professional and business services jobs in Milpitas grew by nearly 74 percent, or 3,094 jobs. Employment gains in the professional and technical services sector accounted for a majority of job gains in the industry between 2010 and 2015. The overall net gain in professional and technical services was 1,333 jobs, with an increase of 1,498 jobs in the growing subsectors, offset by a loss of 165 jobs in the shrinking subsectors. Although most professional and technical services subsectors gained jobs between 2010 and 2015, the largest gains were seen in computer systems design and related services (650 jobs); architectural, engineering and related services (549 jobs); and management, scientific and technical consulting services (236 jobs).

Average Household Income: Milpitas, Santa Clara County, Bay Area, 2015



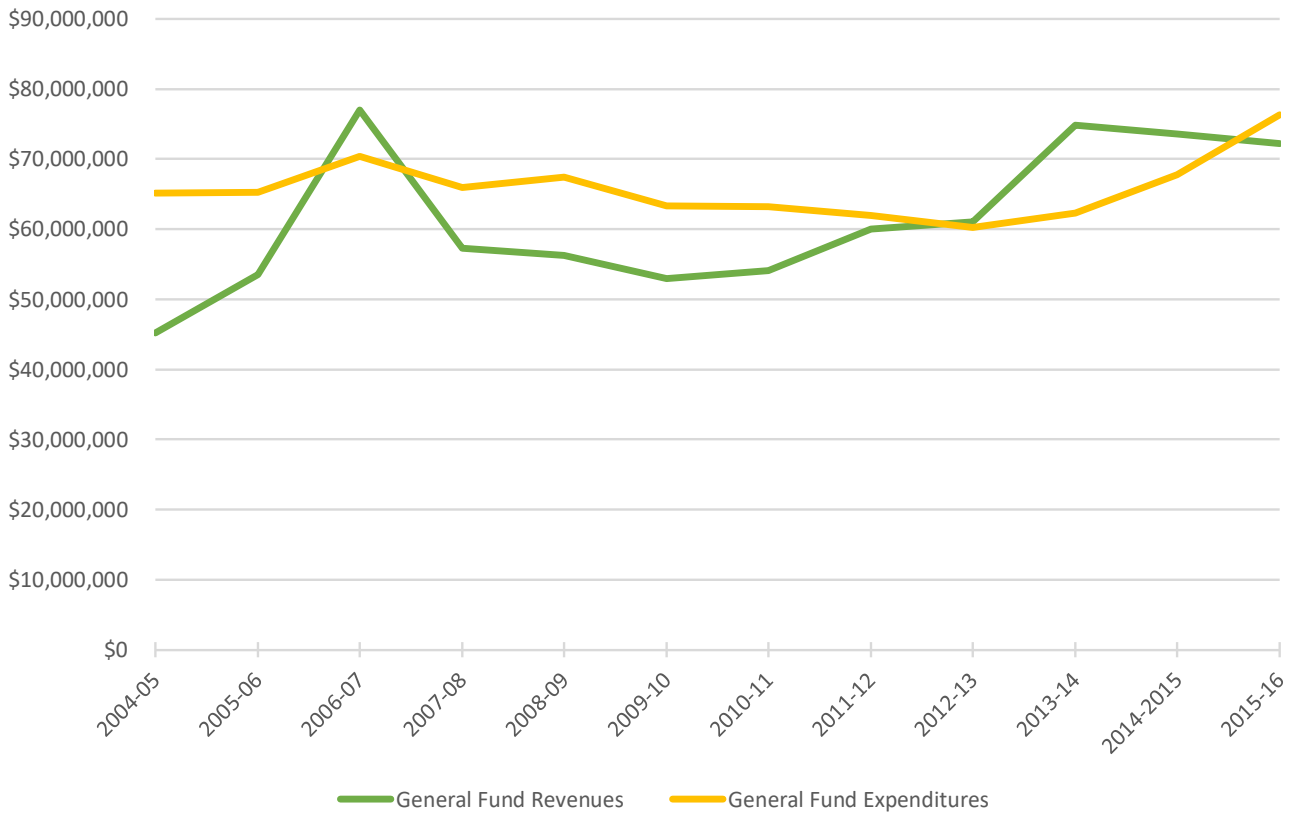
Source: ACS, 2015; BAE, 2016.

FISCAL CONDITIONS

Trends in General Fund revenues and expenditures reflect the fiscal stability of the City's core operations and services. General Fund revenues include all property, sales, and other taxes, as well as services fees and fines collected by the City on an annual basis. General Fund expenditures fund services such as public safety, public works, housing, economic development, administration, and other core City services. General Fund revenues and expenditures going back to Fiscal Year (FY) 2004-05 show trends that trace the last economic cycle, with General Fund sources falling sharply through the recession that began in late 2007. Revenues started to stabilize in 2010, and are projected to increase through the current budget period.

Total General Fund Operating Revenue, Milpitas, FY04/15-FY15/16

Source: City of Milpitas FY04-05 through FY15-16 Operating and Capital Budget



Notes:
Budget figures for FY 2014-15 are projected, as reported in the adopted FY 2015-16 budget.
Budget figures for FY 2015-16 are those approved in the adopted FY 2015-16 budget.

Major Revenue Sources

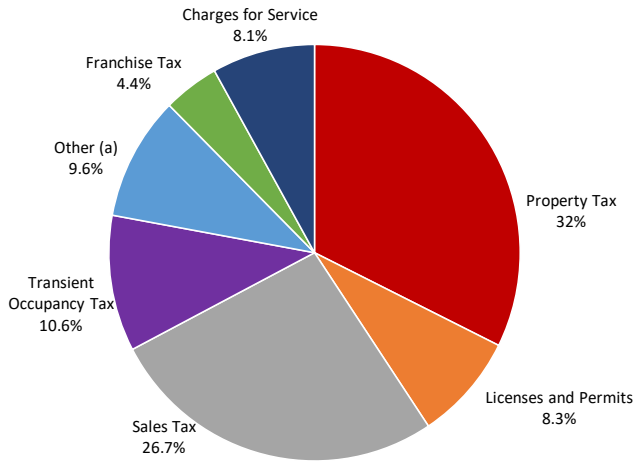
The Adopted 2016-17 Budget shows that property taxes including in-lieu payments and sales taxes account for approximately 60 percent of total General Fund revenues. The remaining 40 percent is accounted for by transient occupancy tax (10.6 percent), licenses and permits (8.3 percent), charges for service (8.1 percent), franchise tax (4.4 percent), and "other" sources such as business license tax, fines, and forfeitures (9.6 percent).

City Expenditures (Total)

The Adopted 2016-17 Budget shows that salaries and benefits account for the largest City expenditure (45 percent). Other major expenditure categories include services and supplies (27 percent), and Capitol improvement (26 percent). The remaining 2 percent is accounted for by debt service and capital outlay which account for approximately 2 percent of City expenditures.

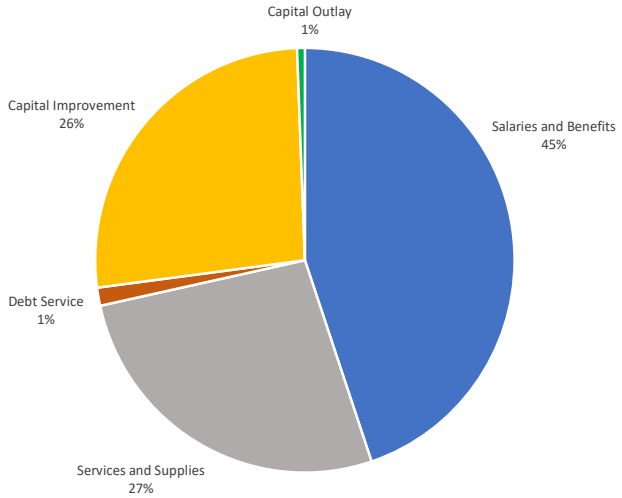
FY 2016-17 General Fund Revenues

Source: City of Milpitas FY15-16 Operating and Capital Budget



FY 2016-17 General Fund Expenditures

Source: City of Milpitas FY15-16 Operating and Capital Budget

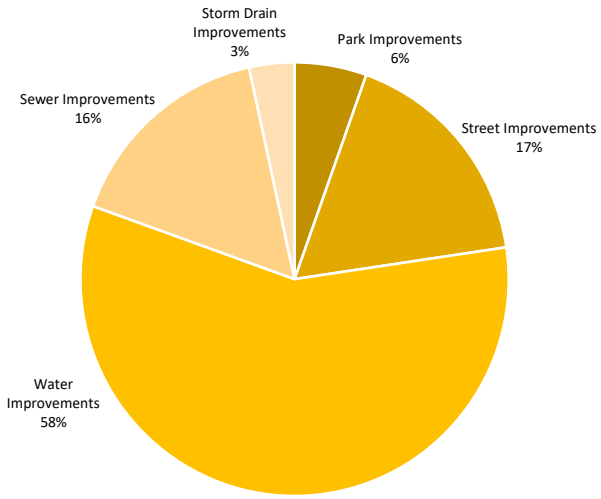


Capital Improvement Projects

Capitol improvements include the cost of all acquisition, construction, expansion, or rehabilitation of facilities in the Capital Improvement Budget. Typically, a capital improvement project exceeds $5,000 and may take more than one year to construct. The cost of the capital project is capitalized as capital assets of the City upon completion. The total FY 2016-17 Capital Improvement Program funding is $21.8 million more than the FY 2015-16 CIP, primarily due to $23 million of funding for major water improvements including a water augmentation plan in year one. Other key projects include, Recycle water on city site conversions, Vital Police System Upgrades, Higuera Park picnic improvements, Dempsey Road storm drain replacements, Street resurfacing, and the City's Electric charging stations pilot program.

FY 2016-17 Capital Improvement Investments

Source: City of Milpitas FY15-16 Capital Improvement Plan



PARKS, RECREATION, & OPEN SPACE

The City's goal is to provide 5 acres of parkland per 1,000 residents.

Parks, trails, and recreational facilities in the City of Milpitas are managed and maintained by Public Works Department. The City provides a wide range of recreational facilities, which include amenities and features such as sports parks, playgrounds, trails, pools, and other passive and active recreational amenities and facilities. The City is the primary service provider for parks and recreation. The City has 31 parks and a total of approximately 147.25 park acres. In addition, 183 acres of open space owned by the City are publicly accessible. The City operates one community center, one sports center, one senior center, and three swimming pools.

COMMUNITY PARKS

Community Parks typically contain regulation-size ball fields and courts, space for informal games and activities, picnic and gathering areas, children play areas and parking. The only existing community park, the 24.4 acre Sports Center, serves as a special-use facility because it contains sports fields and facilities.

NEIGHBORHOOD PARKS

Neighborhood parks in the City fall into two categories: typical walk to parks that serve the immediate neighborhood, providing open space for informal play, and parks containing a community-use facility, such as a regulation size, prepared ball field. In addition to serving the immediate neighborhood, the latter category also draws people from the larger community, some of whom may drive to the facility.

SPECIAL USE PARKS

This category includes mini-parks, linear parks, creek trails, flood retention areas, Community Garden, Senior Center, Rancho Milpitas Middle School Ball field, and Community /Civic Center. Additional linear parks through the creek trail system will be developed within the Midtown and Transit Specific Plan areas with future residential development.

URBAN PARKS

Urban parks are small facilities, generally less than one acre in size, which accommodate the daily recreation or passive needs of nearby residents. They typically can include children's play areas, sitting areas, and limited green space, but are not large enough to contain sports fields.

LINEAR PARKS

Linear parks are narrow corridors of land that have been developed primarily as a trail system. Linear parks may also include other small scale facilities such as picnic tables and benches. Milpitas has taken advantage of the Hetch-Hetchy right-of-ways for the development of a linear park system.

REGIONAL PARKS

Regional parks are generally larger than 100 acres in size and serve the entire City or the region. While regional parks can provide for varying degrees of recreation activity, a portion of the park is generally maintained in a rustic setting for passive recreation use. While a number of regional parks serve Milpitas residents, the Planning Area includes only one such facility, the Ed Levin County Park.

CIRCULATION

DRIVE

BIKE

WALK

RIDE

The Current General Plan includes focused direction on how the City can provide and ensure coordinated land use and transportation planning in the region, while still promoting a balanced and functional circulation system that satisfies the needs of all users including bicyclists, pedestrians, transit users and persons with disabilities. The primary travel mode in Milpitas is the private automobile (80 percent of Milpitas residents with a job commuted to work alone).

HOW DO PEOPLE GET AROUND?

TRANSIT SERVICE

Transit service in Milpitas is provided by VTA for bus and light rail travel within Santa Clara County and by Alameda-Contra Costa (AC) Transit District, for travel to and from Alameda County. BART is currently undertaking a number of extension projects, one of which will bring direct service to the City of Milpitas. The Fremont to San Jose BART Extension will bring high-frequency heavy rail service to Milpitas at the Milpitas Station, currently under construction on the south side of Montague Expressway across from the Great Mall Transit Station. This service will connect Milpitas to locations in Contra Costa, Alameda, San Francisco, San Mateo, and Santa Clara counties, including downtown San Francisco and Oakland, and San Francisco and Oakland international airports.

NEW TECHNOLOGIES

New transportation technologies in the City of include Transportation Network Companies (TNCs), such as Uber and Lyft and autonomous (driverless) vehicles. Census data, which previously did not inquire about TNC usage, may provide insight in future years into the number of commute trips taken using TNCs, their effect on mode shifts away from driving alone, traditional carpooling, taxis, bicycling, or transit, and the amount of induced travel they generate.

Self-driving (autonomous) vehicles similarly could have an impact on mode share, travel behavior, and roadway operations when they are added to the vehicle mix in the coming years. Autonomous vehicles (AVs) will be available within five to ten years; however, given normal fleet turnover rates, AVs may not represent a high percentage of vehicles on the road for several decades. The transition period, when streets carry large numbers of both conventional and autonomous vehicles, will involve complex interactions and require new informed analysis methods and professional judgment to address conflicts and benefits. AV interactions with pedestrians and cyclists will also require careful planning and design.

PEDESTRIAN AMENITIES

Pedestrian facilities include sidewalks, crosswalks, pedestrian signal infrastructure, curb ramps, and streetscape amenities. These facilities are provided at most every intersection, with only a few exceptions throughout the city. Milpitas has very thorough sidewalk coverage, despite several obstacles that present north-south barriers through the City, namely I-880, I-680, and the Union Pacific Railroad tracks.

While marked crosswalks and signal pedestrian crossing phasing is provided at most signalized intersections, in some situations, a pedestrian may need to cross six or more travel lanes. Some pedestrians may find this experience uncomfortable or perceive it to be unsafe, effectively resulting in a barrier to these users.

BICYCLE FACILITIES

Bicycle circulation in Milpitas is supported by an existing network of multi-use paths, on-street bike lanes, and bicycle routes. Notable facilities include the Coyote Creek Trail, which is part of the San Francisco Bay Trail and follows the western City Limits and extends from San Jose to Fremont, and the Berryessa Creek Trail, which provides north-south connectivity in Milpitas from North Abel Street to East Calaveras Boulevard. Other Class I trails include the Augustine Park Trail and the Oliver Jones Park Trail, both of which connect the City of Fremont to the Berryessa Creek Trail. An extensive network of Class II, on-street bike lanes, and Class III, bicycle routes, along major arterials connects many destinations in the City to Class I trails. The City's Bikeway Master Plan Update proposes extending the Berryessa Creek Trail south to the site of the future BART Station and upgrading some Class III bicycle routes to Class II facilities to improve connectivity. The existing and proposed bicycle network is shown in Figure 2.0-4.

Bicycle racks for short-term parking are provided at various locations in Milpitas including City Hall, the Great Mall of the Bay Area, and all schools in Milpitas. The Bikeway Master Plan Update lists the available short-term bicycle parking locations. Bicycle lockers are available at the I-880/Milpitas and Great Mall/Main VTA light rail stations.

UTILITIES & COMMUNITY SERVICES

The provision of adequate utilities and community services is vital to maintaining a high quality of life in Milpitas. This section addresses the provision of utilities in the City, including water, wastewater (sewer), stormwater and drainage, solid waste, schools and libraries, and energy and natural gas.

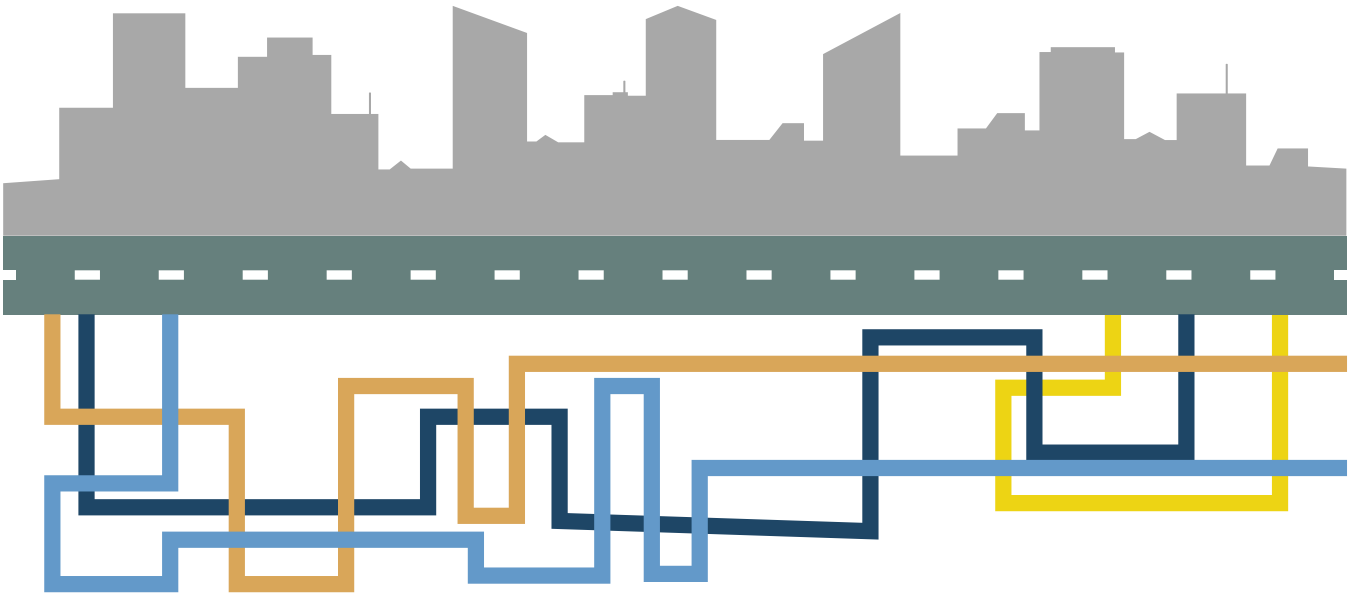
- WATER
- WASTEWATER
- STORMWATER
- SOLID WASTE
- SCHOOLS AND LIBRARIES
- ENERGY AND NATURAL GAS

WATER

The City owns, operates and maintains a potable water distribution system with approximately 16,000 municipal water service connections. The City purchases treated potable water from two wholesalers, the San Francisco Public Utilities Commission (SFPUC) and the Santa Clara Valley Water District (SCVWD). City began distributing SFPUC water in 1954, the same year Milpitas was incorporated. In 1993, the City began delivering SCVWD supplies to the commercial and industrial areas of the City west of Highway 880 and south of Calaveras Boulevard west of Highway 690. The City's potable water supply system is divided into two distinct service areas, corresponding to the areas served by the City's two wholesalers. The City does not blend SFPUC and SCVWD water under normal operating conditions; however, they can be interconnected to provide an emergency water supply, if needed. The 2016 UWMP indicates that Milpitas has adequate water supply plans to meet demand forecasts through year 4040 with a water surplus of 1,458 MG/year.

WASTEWATER

The City of Milpitas owns and operates its own collection system, including 17,000 main sewer connections, 175 miles of gravity pipe, 5 miles of force main, and two pump stations. The Main Sewer Station has a capacity of 45 mgd, which pumps sewage through 2.5 miles of dual force main to the San Jose-Santa Clara Regional Wastewater Facility (RWF). Currently, all wastewater collected from the City is treated at the RWF, which has a wastewater treatment capacity of 167 mgd. The Milpitas Sewer Master Plan indicated that an average dry weather flow of 13.5 mgd would be required to meet the City's current growth plan at buildout. This predicted average dry weather flow does not require capacity purchases or immediate improvements to the RWF, as the City has 8.29 mgd of capacity remaining. However, the Wastewater Treatment Plant Master Plan (San Jose, 2013) indicates that the RWF will reach its rated capacity of 167 mgd between 2035 and 2040, and dry weather flows are projected to reach 172 mgd by 2040, triggering the need for a modification the RWF's NPDES permit.



STORMWATER

Stormwater runoff is collected in a system of nearly 77 miles of storm drain pipelines ranging from 3-inches to 96-inches in diameter, with outfalls and pumping stations along the City's major waterways that ultimately drain to the San Francisco Bay. Each of the city's storm drainage collection systems discharges into one of Coyote Creek's tributaries, whether by gravity or by pumping. Milpitas owns and operates 13 storm water pumping stations, but the Santa Clara Valley Water District manages most of the natural and urbanized waterways into which Milpitas discharges its stormwater. Major waterways in Milpitas include:

- Los Coches Creek
- Berryessa Creek
- Coyote Creek
- Calera Creek
- Ford Creek
- Lower Penetencia Creek
- Piedmont Creek
- Wrigley Creek
- Wrigley-Ford Creek
- Tularcitos Creek

Milpitas participates in the Santa Clara Valley Urban Runoff Prevention Program (SCVURPPP), an association of fifteen regional cities and towns whose participating members are required to implement the stormwater pollution management measures outlined in the Santa Clara Valley Urban Runoff Management Plan to control the quality of their stormwater discharge.

THE ADEQUATE PROVISION OF SERVICES IS VITAL TO MAINTAINING A HIGH QUALITY OF LIFE

SOLID WASTE

The City of Milpitas has a franchise agreement for solid waste services with Republic Services. Waste from the City is hauled to the Newby Island solid waste disposal facility, which is located within Milpitas. Newby Island Landfill covers 342 acres of land; 298 acres are permitted for disposal. The landfill's permit allows up to 4,000 tons of waste per day to be managed at the facility. According to the California Department of Resources Recycling and Recovery (CalRecycle) Solid Waste Facility Permit (43-AN-0003), as of December 2014, the remaining capacity of the landfill's disposal area is estimated at 57.5 million cubic yards, and the estimated closing date for the landfill is 2041. The Landfill is located next to Milpitas in the City of San Jose, and is a major source of odor in Milpitas.

In FY 2015, Milpitas disposed of 69,782.95 tons of solid waste. Milpitas offers green waste and yard trimming disposal and recycling of mixed paper, bottles, cans and other recyclable materials. The California Integrated Waste Management Act of 1989 (AB 939 and SB 1322) requires every city and county in the state to prepare a Source Reduction and Recycling Element (SRRE) to its Solid Waste Management Plan that identifies how each jurisdiction will meet mandatory state waste diversion goals. In 2015, the City's number of pounds of solid waste disposed per person per day was 5.3 for its general population, meeting the state's goal for the community of 6.2 pounds. The pounds of solid waste per person per day for employees in the community was 8.4, meeting the state's goal for the community of 9.7 pounds.

SCHOOLS AND LIBRARIES

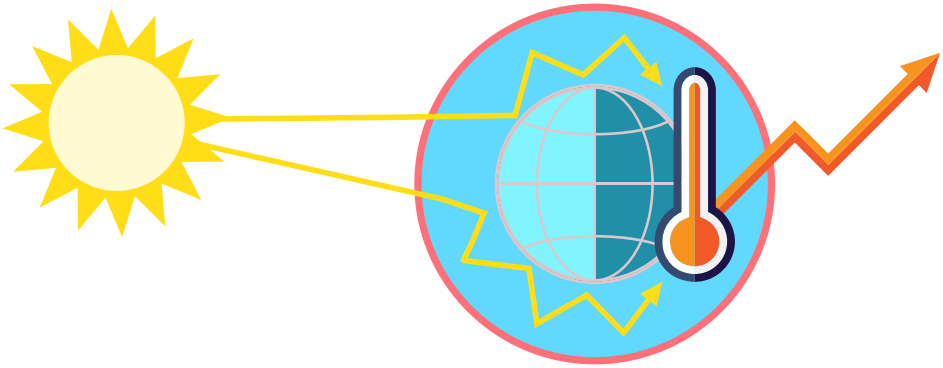
The City of Milpitas is served by the Milpitas Unified School District (K-6 elementary schools, 7-8 and 7-9 middle schools, and 9-12 and 10-12 high schools).

The Milpitas Public Library is the only public library located in the City of Milpitas. The Milpitas Public Library is part of the Santa Clara County Library District system. This enables the relatively small Milpitas Public Library to access all of the other libraries that are part of the Santa Clara County Library system to obtain information not found in the Milpitas Public Library, which has been requested by customers. The library collection includes materials in both Spanish and English. It also offers a wide variety of media, including DVDs, CDs and audiobooks, as well as a large print collection. The library offers a number of programs for all ages, including storytimes for babies and toddlers.

ENERGY AND NATURAL GAS

The Pacific Gas and Electric Company (PG&E) provides electrical and natural gas service to residences and businesses throughout the City of Milpitas. As a privately owned public utility, PG&E has a service area that covers most of northern and central California. PG&E generates electric power from many sources, including hydroelectric powerhouses, a nuclear power plant (Diablo Canyon), and a few small fossil-fired power plants. PG&E also purchases power from independent power producers; generation sources from these producers can range from large fossil power plants to smaller renewable and co-generation plants. After the power is produced or bought, it goes into PG&E's electric transmission and distribution systems to get to the homes and businesses of PG&E's customers. Infrastructure to deliver electricity and natural gas throughout Milpitas is currently in place. PG&E generally can provide these services to newer development on request.

HAZARDS, NOISE, AND CLIMATE CHANGE



Hazards can be naturally induced, the result of natural hazards exacerbated by human activity, or entirely human-made. This section explores these issues.

Issues and topics related to hazards, noise, and climate change within the city and region are discussed in this section. Some of these hazards may be naturally induced, such as wildfire hazards. Other health and safety hazards may be the result of natural hazards, which are exacerbated by human activity, such as development in areas prone to flooding. Additional hazards are entirely human-made, including exposure to hazardous materials, and noise.

HAZARDOUS MATERIALS AND WASTE

If improperly treated, stored, transported, or disposed of, hazardous material may either cause or significantly contribute to an increase in mortality or an increase in serious, irreversible, or incapacitating irreversible illness or pose a substantial present or potential hazard to human health and safety or the environment. Hazardous materials are mainly present because of industries involving chemical by-products from manufacturing, petrochemicals, and hazardous building materials. Hazardous waste is the subset of hazardous materials that has been abandoned, discarded, or recycled and is not properly contained, including contaminated soil or groundwater.

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies, and developers to comply with the California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites. There are no hazardous materials release sites located in the Planning Area listed on the Cortese List. There are 94 locations with a Milpitas address that are listed in the GeoTracker database for Leaking Underground Storage Tanks (LUST). Of the sites identified, 91 of the locations have undergone LUST cleanup and the State has closed the case. 2 sites are open and eligible for closure, and one site is an open verification monitoring case. There are 39 locations with a Milpitas address that have Underground Storage Tanks (UST) that are permitted through the California Water Resources Control Board. There are 42 locations with a Milpitas address that are listed in the GeoTracker database for Water Board Cleanup Sites. Nineteen of the locations have undergone cleanup and the State has closed the case. There are 23 locations in Milpitas with open cases.

FLOODING

Flooding is a temporary increase in water flow that overtops the banks of a river, stream, or drainage channel to inundate adjacent areas not normally covered by water.

The City of Milpitas is subject to flooding from both 100- and 500-year storm events. About half of the Planning Area's Valley Floor lies within one of the Special Flood Hazard Areas, including almost all the land west of the Southern Pacific Railroad (and associated levee) which lies within the 100- year Flood Zone, and roughly all land west of Highway 680 is part of the 500-year Flood Zone as delineated by FEMA.

Historical flooding has occurred in 1978, 1980, 1982, 1983, 1986, 1995, and 1998, and 2014. In February 1998, localized flooding occurred in the areas of Hillview Drive, S. Milpitas Boulevard at Montague Expressway, and Gladding Court. A storm in March 2014 resulted in power outages and localized flooding in Milpitas, including Dixon Landing Park and Montague Expressway. Additional areas subject to historical flooding include areas near the city's local creek systems.

DAM INUNDATION

Dam failure is the uncontrolled release of impounded water from behind a dam. Flooding, earthquakes, blockages, landslides, lack of maintenance, improper operation, poor construction, or sabotage can all cause a dam to fail. Dam failure can result in downstream flooding that can affect property and life. Dam Inundation maps have been required in California since 1972, following the 1971 San Fernando Earthquake and near failure of the Lower Van Norman Dam. The regional vicinity has several dams that are identified to have the potential to inundate portions of the City of Milpitas including the Anderson Dam and Reservoir, Coyote Dam and Reservoir, and Sandy Wool Lake Dam.

The Santa Clara Valley Water District's Dam Safety Program recognizes the catastrophic nature of potential dam failure and operates a comprehensive dam safety program to protect the public. The Dam Safety Program includes four main components:

1. Periodic special engineering studies
2. Surveillance and monitoring program
3. Routine inspections and maintenance activities
4. Maintaining emergency response and preparedness plans.

Through the water district's dam safety program, it ensures the continued operation of its 10 major dams within the county. The water district also works closely with state and federal regulators, and downstream emergency response partners.

NOISE

Acoustics is the science of sound. Sound may be thought of as mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough (at least 20 times per second), then they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second or Hertz (Hz).

Noise is a subjective reaction to different types of sounds. Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected or undesired, and may therefore be classified as a more specific group of sounds. Perceptions of sound and noise are highly subjective from person to person. The effects of noise on people can be placed in three categories:

- Subjective effects of annoyance, nuisance, and dissatisfaction;
- Interference with activities such as speech, sleep, and learning; and
- Physiological effects such as hearing loss or sudden startling.

An important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted: the so-called ambient noise level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it. Milpitas has several major noise generators including: traffic, the railroad/trains, and fixed nose sources (parking lots, loading docks, parks, schools, and other commercial/retail uses). To understand their impact on the community, the City has undertaken a community noise survey, the results of which are documented in the General Plan Existing Conditions Report. The results of the community noise survey indicate that existing transportation (traffic) noise sources were the major contributor of noise observed during daytime hours, especially during vehicle pass-bys. Issues related to all noise generators will be addressed in the General Plan.

CLIMATE CHANGE AND RESILIENCY

Over the next century, increasing atmospheric greenhouse gas (GHG) concentrations are expected to cause a variety of changes to local climate conditions, including sea level rise (SLR) and storm surge in areas near the San Francisco Bay (the Bay), increased riverine flooding throughout Santa Clara County, and higher temperatures more frequently (leading to extreme heat events and wildfires), particularly inland. These climate variables (and associated threats) are projected to impact critical assets throughout the Valley, including regionally significant highways, water and wastewater treatment plants, electricity substations, technology campuses and other employment centers, agriculture, homes, vulnerable populations, and ecosystems. Because local governments largely determine the shape of development through land-use plans, regulations, and implementing decisions, they play an important role in developing climate change strategies including resiliency planning and adaptation. Guidance about the steps involved in an adaptation planning process and adaptation tools are available to local governments by recent documents such as the *California Adaptation Planning Guide*, and the County of Santa Clara Office of Sustainability *Silicon Valley 2.0 Climate Adaptation Guidebook*, which serves as a sourcebook of climate adaptation solutions and opportunities to be pursued collectively by cities in partnership with each other, the County, and key agencies and stakeholders to realize greater benefits for the region's climate preparedness and general quality of life than might otherwise be achieved by individual actions. Potential impacts are described below.

Over the next century, increases in GHG concentrations are expected to cause a variety of changes to local climate conditions.

Sea-Level Rise (SLR): Rising sea levels will directly impact coastal development, infrastructure, and habitats. Local impacts of SLR include temporary flooding (especially in combination with storm surge) and permanent inundation. Sea level rise is a concern for the City of Milpitas, which is situated on, and drains to, the San Francisco Bay. The Pacific Institute (2009) estimated that impacts from a 55-inch sea level rise would extend as far inland as to the south of Tasman Drive, north of Levi's Stadium, and beyond North Milpitas Boulevard to the east. Sea level rise is expected to impact the size of the City's floodplains, the frequency of flooding along major and minor waterways, and the ability of the drainage system to function well.

Wildfires: Wildfires are a result of conditions affected by interactions between primary variables (precipitation, temperature) and other factors. Wildfires are unplanned, natural occurring fires and pose a great threat to life and property, particularly when they move from forest or range and into developed areas. Climate change is projected to increase the frequency of wildfire events, the extent of burn areas, and the length of wildfire seasons. Fire risk increase rates are highly localized, and the city may experience local impacts from increased wildfires in hillside areas and other impacts from surrounding area wildfires including impacts to local air quality.

Extreme Heat: Temperature is directly affected by changes in global atmospheric and oceanic temperatures. The Bay Area is expected to experience longer, more frequent, and more severe heat waves in the future, but like annual changes, these changes are somewhat variable across the region. Daytime and night-time temperature is projected to increase during extreme heat events in both summer and winter. The frequency of extreme heat days is predicted to increase dramatically by mid- and end-of-century as compared to the historical frequency of 4 days of extreme heat, per year on average.

Riverine Flooding: Riverine flooding—a secondary climate variable—occurs when heavy rainfall causes rivers or creeks to overtop their banks and inundate surrounding areas. While overall annual rainfall is not projected to change by mid-century, increases are projected to occur in winter with more frequent and stronger storms. Additionally, in low-lying areas near the Bay, the backwater effect from increasing sea levels and coastal storm surges could also increase localized riverine flooding. Increases in flood frequencies and flood extent within Milpitas are expected. The City of Milpitas may be more prone to flood occurrences when compared to many surrounding areas due to local drainage patterns combined with the effects of potential storm surge in the bay.

Drought: A drought is a period of abnormally dry weather which persists long enough to produce a serious hydrologic imbalance. The severity of the drought depends on the degree of moisture deficiency, the duration of the dry spell, and the size of the affected area. Periods of drought are projected to increase with climate change and may increase subsidence risk due to reduced groundwater recharge, and extraction causing aquifer depletion, and may impact water availability.

SEISMIC AND GEOLOGIC HAZARDS

Seismic hazards include both rupture (surface and subsurface) along active faults and ground shaking, which can occur over wider areas. Ground shaking, produced by various tectonic phenomena, is the principal source of seismic hazards in areas devoid of active faults. All areas of the state are subject to some level of seismic ground shaking. Potential hazards associated with seismic activity in Milpitas include liquefaction, and lateral spreading.

Faults are distinguished as active (has had surface displacement within the last 11,000 years), potentially active (displacement between 1.6 million and 11,000 years ago), or inactive (no evidence of displacement within the past 1.6 million years). There are two known active or potentially active faults located within the Planning Area: the Arroyo Aguague Fault and the Hayward Fault which is capable of producing a MWMw 6.9 earthquake. Additionally, there are numerous active faults located in the regional vicinity of Milpitas.

Other geologic hazards in the city include expansive soils, and landslides. Areas with moderate to high expansive soils would require special design considerations due to shrink-swell potentials. Given the relatively level slopes throughout Milpitas, the landslide potential is low. However, the landslide potential increases in the eastern portion of the Planning Area, which contains hillside areas with elevation change.

SILICON VALLEY 2.0 CLIMATE ADAPTATION GUIDEBOOK

The Silicon Valley 2.0 Project (SV 2.0 Project) is an extensive regional effort, designed and managed by the Santa Clara County Office of Sustainability, and funded by the State of California's Strategic Growth Council, to minimize the anticipated impacts of climate change within the boundary of Santa Clara County including the 15 cities of: Milpitas, Cupertino, Gilroy, Los Altos, Los Altos Hills, Los Gatos, Campbell, Monte Sereno, Morgan Hill, Mountain View, Palo Alto, San Jose, Santa Clara, Saratoga, and Sunnyvale; and the unincorporated portions of the County. The SV 2.0 Climate Adaptation Guidebook (Guidebook) helps establish a proactive framework for Santa Clara County and its member cities, agencies, and other stakeholders, to work together to help prepare the region for the anticipated impacts of climate change in the short, mid, and long term.

The Guidebook is not designed as a "plan" to be adopted by one or many jurisdictions, but rather intends to provide a recommended set of strategies that can be taken on by individual agencies, groups of cities, and/or regional partnerships.

The Guidebook provides information on climate change science, the unique situation for Silicon Valley, findings from research and analysis efforts, and key climate adaptation strategies organized by category, and includes chapters on:

Chapter 1: SV 2.0 Project genesis and goals, existing planning and policy context, project process (stakeholder engagement, etc.), and instructions on how to use the Guidebook.

Chapter 2: Project methodology, including expected climate changes and historic weather event impacts, definitions for asset sectors (shoreline protection, buildings + properties, communications, ecosystems, energy, public health, solid + hazardous waste, transportation, and water + wastewater) and primary and secondary climate variables (sea level rise, storm surge, riverine flooding, wildfire, extreme heat), economic consequence analysis, and details on the SV 2.0 Decision Support Tool.

Chapter 3: Set of instructions on how to best navigate and use the recommended adaptation strategies followed by nine asset sectors. Organized by asset sector and ordered by climate variable, the sections outline: results of climate change vulnerability and economic consequence analysis, regional adaptation strategies and initiatives, implementation and coordination recommendations, precedents, and resources.

CONSERVATION & NATURAL RESOURCES

The city's natural resources form an important part of its unique character and quality of life. In an effort to identify and understand the key natural resources of the city, this section addresses cultural and historic resources, air quality, and biological resources in Milpitas and how these valuable pieces of the community can be preserved and protected for future generations.

AIR QUALITY

Milpitas is located within the San Francisco Bay Area Air Basin (SFBAAB), which comprises all of Alameda, Contra Cos¬ta, Marin, Napa, San Francisco, San Mateo, and Santa Clara counties, the southern portion of Sonoma County, and the southwestern portion of Solano County. Air quality in this area is determined by such natural factors as topography, meteorology, and climate, in addition to the presence of existing air pollution sources and ambient conditions. The air pollution potential of the Santa Clara Valley is high. High summer temperatures, stable air and mountains surrounding the valley combine to promote ozone formation. Pollution sources are plentiful and complex in this subregion. The Santa Clara Valley has a high concentration of industry at the northern end, in the Silicon Valley. Some of these industries are sources of air toxics as well as criteria air pollutants. The City will continue to monitor regional air quality standards and do its part to improve the air quality in Milpitas and the SFBAAB.

CULTURAL AND HISTORIC RESOURCES

The City's cultural and historic resources are defined as buildings, sites, structures, or objects that may have historical, architectural, archaeological, cultural, or scientific importance. Preservation of the city's cultural heritage should be considered when planning for the future.

Thirty-three cultural resources have been identified within the City of Milpitas General Plan Study Area, according to files maintained by the Northwest Information Center (NWIC) of the California Historical Resources Information System (CHRIS). The thirty-three recorded cultural resources represent both the prehistoric (prehistoric villages, and artifacts), and historic (sites, building, and features) periods. Twenty-five buildings within the City of Milpitas General Plan Area are identified on the Santa Clara County Historic Property Data File Directory.

BIOLOGICAL RESOURCES

Milpitas is located within the Bay Area/Delta bioregion, one of the most populous areas of the State, encompassing the San Francisco Bay Area and the Sacramento-San Joaquin River Delta. The water that flows through the Delta supplies two-thirds of California's drinking water, irrigating farmland, and sustaining fish and wildlife and their habitat. The habitats and vegetation of the Bay Area/Delta Bioregion are as varied as the geography.

According to the California Wildlife Habitat Relationship System there are 14 cover types (wildlife habitat classifications) in the Planning Area out of 59 found in the State. These include: AGS – Annual Grassland, BOW - Blue Oak Woodland, COW - Coastal Oak Woodland, VOW - Valley Oak Woodland, CSC - Coastal Scrub, CRP - Cropland, IGR - Irrigated Grain Crops, DGR - Dryland Grain Crops, VIN - Vineyard, FEW - Fresh Emergent Wetland, LAC - Lacustrine, MHW - Montane Hardwood, VRI - Valley Foothill Riparian, and URB - Urban.

The most prevalent cover type is "urban", which applies to over 7,094 acres of the City's land area. A distinguishing feature of the urban wildlife habitat is the mixture of native and exotic species. The eastern portions of the city include 1,283.51 acres of Annual Grassland.

A regional background search of special-status species was conducted to document occurrences within 10 miles of Milpitas. The search revealed documented occurrences of 38 special status plant species and 43 special status animal species (3 amphibians, 19 birds, 2 fish, 8 invertebrates, 9 mammals, and 2 reptile) within the 10-mile search area. The search also revealed two sensitive natural communities within the study area: Northern Coastal Salt Marsh and Sycamore Alluvial Woodland. While these areas feature special vegetation, habitat for plants of special concern, and native and non-native fish, both communities are located outside of the city's boundary.

COMMUNITY HEALTH & WELLNESS

Community health and wellness is related to a number of environmental categories and topics. To fully understand this topic as it relates to Milpitas, be sure to review the other sections of this summary report for details on related topics including circulation, parks and open space, and air quality.

The places where people live, work, and play profoundly shape the health of a community. Transportation options, accessible parks, crosswalks, the availability of grocery stores, and the prevalence of fast food restaurants, and real or perceived levels of crime and safety are a few examples of physical indicators that provide a framework for a community, sculpt the daily routines of residents, impact lifestyle choices, and ultimately affect public health and longevity. Collaborative work between city planners and public health professionals can help strategically develop spaces and systems for safe and healthy human activity.

A growing body of evidence supports the idea that the built environment (urban form, design, and street configurations) has a strong impact on the public's health. Increasing rates of chronic health conditions in the US have paralleled higher levels of physical inactivity, auto-dependence, and consumption of foods high in calories and low in nutrients. There is a movement to better understand our deci-

KEY COMMUNITY HEALTH AND WELLNESS INDICATORS

	Santa Clara County Residents	California Residents
Children (ages 5-11) active every day for at least 1 hour	14.9%	23.9%
Teens active every day for at least 1 hour	7.0%	11.5%
Adult body mass index of 27.5+	35.8%	43.7%
Ever diagnosed with asthma	15.1%	15.2%
Residents with asthma with symptoms within the past year	82.7%	88.1%
Adults and teens who smoke tobacco	8%	11.9%
Did not have any fast food in the previous week	39.7%	33.4%
Have health insurance	94.3%	91.6%
No significant psychological distress during the past year	93.2%	91.0%
Engages in binge drinking in the past month	13.9%	16.4%
Teens who volunteered/did community service in the past year	48.8%	46.0%

Source: UCLA Center for Health Policy Research 2015 California Health Interview Survey.

sions about the way we structure our community. Walkable urban form, more compact development, mix of land uses, transportation choices, and access to recreation spaces all increase physical activity, which can improve health outcomes.

Land use and planning decisions play a role in determining community members' behavioral and lifestyle choices that ultimately impact their physical health and mental wellbeing. The quality, safety, location, and convenience of the pedestrian or bicycle environment, such as sidewalks, bicycle lanes, signals, and crosswalks, may impact a resident's decision to use them, which in turn influences physical activity levels. Similarly, neighborhood parks and open space provide an avenue for increased physical activity. Infrastructure and zoning to support local food processing and distribution enables local food to be used in the community where it was grown. Access to full-service grocery stores and farmers' markets is also correlated with increased consumption of fruits and vegetables.

Furthermore, urban design and maintenance can contribute to or decrease levels of crime and perceptions of pedestrian comfort and safety. Poor mental health is associated, in part, with a number of factors related to planning, including long commute times, exposure to crime, lack of transportation choice, driving related stress, lack of access to public spaces, and lack of opportunities for recreation and physical activity. Emissions from transportation sources are strongly linked with respiratory diseases, and various toxic air contaminants are known or suspected to cause asthma and cancer.

Addressing public health and wellness in the Milpitas General Plan Update acknowledges the profound effects of the built environment on travel choices, access to food, levels of physical activity, and exposure to risk from accidents or pollution. Each of these has a health impact, and the General Plan provides an opportunity to prevent further disease and injury and sustain healthy lifestyle choices for Milpitas residents. Though the creation of a healthy general plan, Milpitas can focus on opportunities to affect changes in the overall health and wellbeing of the community. There are a range of factors to consider when evaluating community health and wellness; key indicators highlighted on this page provide just a snapshot.

PREPARED FOR:
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