



MILPITAS PLANNING COMMISSION AGENDA REPORT

PUBLIC HEARING

Meeting Date: August 27, 2008

APPLICATION:

**MODIFICATION TO PLANNED ROADWAY SYSTEM IN
MIDTOWN SPECIFIC PLAN**

APPLICATION
SUMMARY:

A presentation of the proposed project which consists of changes to the existing and planned roadway system within the Milpitas Midtown Area, which were described in the Specific Plan EIR as either the existing condition or as proposed mitigation for impacts created by the Specific Plan. These changes include the following: 1) Converting the eastbound Carlo Street onramp at Calaveras Boulevard to an eastbound off ramp. 2) Reducing the number of lanes on Main Street from Abel Street to Great Mall Parkway from five lanes (two lanes in each direction with a center turn lane) to three lanes (one lane in each direction with a center turn lane) and other ancillary changes.

LOCATION:

Main St. and Calaveras Blvd.

APPLICANT:

City of Milpitas

RECOMMENDATION:

Staff recommends that the Planning Commission note receipt and file.

STAFF:

Jaime Rodriguez, Traffic Engineer

ATTACHMENTS:

A. Memo

MEMORANDUM

Engineering Division



To: Planning Commission

From: Greg Armendariz,
Director of Public Works/City Engineer

By: Jaime O. Rodriguez
Traffic Engineer

**Subject: Midtown Specific Plan - Draft Supplemental Environmental Impact Report
Transportation Element Update**

Date: August 27, 2008

Background:

The Midtown Specific Plan was adopted in 2002 as a guiding policy document for the Midtown District. The plan identifies opportunities for development, redevelopment and preservation as well as specific standards for the area. At the November 7, 2006 meeting, the City Council requested staff to study the reopening of Carlo Street for access to Main Street from eastbound Calaveras Boulevard. The reopening of Carlo St at the Calaveras Blvd & Abel Street is not feasible but the City identified a preferred alignment to convert the existing Carlo Street On-Ramp to Calaveras Blvd to an off-ramp instead with input from Caltrans. The new off-ramp would be located approximately 100-ft east of Calaveras Blvd & Abel Street; a diagram is provided in Attachment A.

The conversion of the Carlo St -Ramp along with several other transportation enhancements that may benefit the Midtown District were studied in the Midtown Draft Supplemental Environmental Impact Report (DSEIR) released for public comment on June 5, 2008. Findings of the SEIR are discussed further in this report.

Project Description

The Milpitas Midtown Area is comprised of approximately 1,000 acres of land at the core of the City. The area is generally bounded by the Union Pacific Railroad lines on the east; Trade Zone Boulevard on the south; South Main Street, Highway 880, Abel Street on the west; and Abel Street on the north. The DSEIR evaluates the traffic impacts that could result from the following proposed changes to the existing and planned roadway system in the Milpitas Midtown District:

- 1) Converting the eastbound Carlo Street On-Ramp to Calaveras Boulevard to an eastbound Off--Ramp instead
- 2) Reducing the number of lanes on S Main Street from Abel Street to Great Mall Parkway from five lanes (two lanes in each direction with a center turn lane) to three lanes (one lane in each direction with a center turn lane).

- 3) Removing the existing dedicated southbound right turn lane at the intersection of S Main Street and S Abel Street
- 4) Eliminating the future construction of a second left turn lane from eastbound Calaveras Boulevard to northbound N Abel Street.
- 5) Modifying the signal phasing at the intersection of Calaveras Boulevard and Abel Street to allow simultaneous southbound right turn and eastbound left turn movements

Environmental Review:

The Draft Supplemental Environmental Impact Report (DSEIR) was prepared by the City of Milpitas in conformance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines. Section 15163 of the CEQA Guidelines states that the lead or responsible agency may prepare a supplement to a previously-certified EIR if only minor additions or changes are necessary to make the previous EIR adequate. Furthermore, the SEIR need contain only the information necessary to make the previous EIR adequate

Public Comment/Outreach Opportunities

Staff publicly noticed the application in accordance with City and State law. The public review period for the Midtown Draft SEIR began on June 5, 2008 and ended on July 25, 2008. A public meeting was held on Wednesday June 18, 2008. One member of the community attended the meeting. Staff received a total of 4 comments during the public review period. Staff is currently working on the response to all comments.

Schedule

Staff will be responding to all comments received on the draft SEIR. Upon completion, the Final Midtown Specific Plan SEIR will be presented to the City Council at the September 16, 2008 meeting for consideration and adoption.

Exhibit 1 Carlo St Off-Ramp

