



CITY OF MILPITAS

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NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION

NOTICE IS HEREBY GIVEN that Pursuant to the State of California Public Resources Code and the “Guidelines for Implementation of the California Environmental Quality Act of 1970” as amended to date, this is to advise you that the City of Milpitas has prepared an Initial Study for the following project.

Project: Bikeways Master Plan Update (Environmental Assessment NO. EA09-0008)

Project Location: Citywide Master Plan

Project Applicant: City of Milpitas

Project Description: The Milpitas Bikeway Master Plan Update is an update to the City’s 2002 Plan. The “Plan Update” includes goals, objectives and benchmarks for bicycling, existing bicycling conditions, current local and regional plans related to bicycling, analysis of bicycling needs, and recommended bicycle projects, cost estimates, and priorities for implementation.

Recommended improvements are listed in Chapter Six of the Milpitas Bikeway Master Plan Update and include but are not limited to Bicycle detection at signalized intersections along the city’s existing and proposed bikeways; expansion of the Citywide Class I Path Network to include a connection from Evening Star Court to Abel Street/Great Mall Parkway and a trail connection from the bike lane along the east side of N. McCarthy Boulevard to the Coyote Creek Trail; vehicle lane reductions to incorporate proposed Class II bike lanes for Dixon Road between N. Milpitas Boulevard and Conway Street and on N. Park Victoria Drive between Jacklin Road and Calaveras Boulevard; completing bike network gaps and connecting existing facilities with new bike lanes; and designating Calaveras Boulevard and Montague Expressway as Class III bike routes. In accordance with CEQA, it is expected that these projects will include individual environmental assessment when they are considered.

Declaration:

Based on the Initial Study for this project, staff determined:

That although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent.

Public Comment Period: April 7, 2009 and May 7, 2009 the public and all affected agencies are hereby invited to review the Negative Declaration and Initial Study and submit written comments. Only comments submitted during that period will be considered unless otherwise allowed under CEQA.

Public Hearing Dates

City Council Meeting

7:00PM June 2, 2009

455 E. Calaveras Blvd, Milpitas, CA

City Hall Council Chambers

Document Availability: The Initial Study and Negative Declaration (and all documents they reference) are available for review at the City of Milpitas Planning Division, 455 East Calaveras Boulevard, Milpitas, CA 95035 between the hours of 8:00AM and 5:00PM, Monday through Friday, except Holidays. The document is also available online at: <http://www.ci.milpitas.ca.gov/government/planning/environmental.asp>

Negative Declaration Prepared By:

City of Milpitas

455 E. Calaveras Blvd.

Milpitas, CA 95035

Contact:

Janice Spuller

Title:

Assistant Transportation Engineer

Telephone:

(408) 586.3291

Fax:

Signature: _____



Date: _____

4/3/09

Comments Due By May 7, 2009

The attached Negative Declaration is being referred to your agency/City department for review and comment. Your written comments should be received prior to, or be submitted verbally during the Public Hearing. If you have any questions, please contact the Contact Person above.

1. **Project title:** Milpitas Bikeway Master Plan Update
2. **Lead Agency Name and Address:** City of Milpitas, 455 E. Calaveras Blvd. Milpitas, CA 95035
3. **Contact person & phone number:** Janice Spuller, Assistant Transportation Planner, 408-586-3291
4. **Project location:** Milpitas, CA
5. **Project sponsor's name and address:**
City of Milpitas, 455 East Calaveras Blvd, Milpitas, CA 95035

6. **General plan designation:** Plan affects citywide 7. **Zoning:** Plan affects citywide

8. **Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation.)**

The Milpitas Bikeway Master Plan Update is an update to the City's 2002 Plan. The "Plan Update" includes goals, objectives and benchmarks for bicycling, existing bicycling conditions, current local and regional plans related to bicycling, analysis of bicycling needs, and recommended bicycle projects, cost estimates, and priorities for implementation.

Recommended improvements are listed in Chapter Six of the Milpitas Bikeway Master Plan Update, which include, but are not limited to Bicycle detection at signalized intersections along the city's existing and proposed bikeways; expansion of the Citywide Class I Path Network to include a connection from Evening Star Court to Abel Street/Great Mall Parkway and a trail connection from the bike lane along the east side of N. McCarthy Boulevard to the Coyote Creek Trail; vehicle lane reductions to incorporate proposed Class II bike lanes for Dixon Road between N. Milpitas Boulevard and Conway Street and on N. Park Victoria Drive between Jacklin Road and Calaveras Boulevard; completing bike network gaps and connecting existing facilities with new bike lanes; and designating Calaveras Boulevard and Montague Expressway as Class III bike routes. In accordance with CEQA, it is expected that these projects will include individual environmental assessment when they are considered.

9. **Surrounding land uses and setting: Briefly describe the project's surroundings:**
The City of Milpitas is situated on the eastern shore of the San Francisco Bay, in Santa Clara County, just south of Alameda County. Milpitas encompasses about 13.64 square miles of land, and borders Fremont on the north, San Jose on the south and west, and unincorporated county to the east. The topography of Milpitas varies, from low flat valley floor in the west to the steep hillside in the east. Milpitas has nearly 65,000 residents. The City is well connected to its metropolitan region via Interstates 680 and 880, State Routes 237, Montague Expressway, and the Valley Transportation Authority (VTA) light rail and bus lines, Caltrain Stations and the Fremont BART Station. The City of Milpitas' existing bikeway network consists of approximately eight miles of off-street paved bicycle paths, nearly 20 miles of bike lanes and nine miles of bike routes.
10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)**
Caltrans, County Roads and Airport, and Santa Clara Valley Transportation Authority

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages:

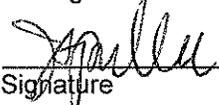
- | | | |
|---|--|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology / Soils |

- | | | |
|--|---|---|
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use / Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation / Traffic |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Date: 4/3/09 Project Planner:  Janice Spulter
 Signature Printed Name

A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project level, indirect as well as direct, and construction as well as operational impacts.

ENVIRONMENTAL CHECKLIST RESPONSES AND ANALYSIS

The following discussion includes explanations of answers to the above questions regarding potential environmental impacts, as indicated on the preceding checklist. Each subsection is annotated with the number corresponding to the checklist form.

EXISTING SETTING:

The City of Milpitas is situated on the eastern shore of the San Francisco Bay, in Santa Clara County, just south of Alameda County. Milpitas encompasses about 13.64 square miles of land, and borders Fremont on the north, San

The City of Milpitas is situated on the eastern shore of the San Francisco Bay, in Santa Clara County, just south of Alameda County. Milpitas encompasses about 13.64 square miles of land, and borders Fremont on the north, San Jose on the south and west, and unincorporated county to the east. The topography of Milpitas varies from low flat valley floor in the west to the steep hillside in the east. Milpitas has nearly 65,000 residents. The City is well connected to its metropolitan region via Interstates 680 and 880, State Route 237, Santa Clara County Montague Expressway, and the Valley Transportation Authority (VTA) light rail and bus lines, Caltrain Stations and the Fremont BART Station. The City of Milpitas' existing bikeway network consists of approximately eight miles of off-street paved bicycle paths, nearly 20 miles of bike lanes and nine miles of bike routes.

PROJECT DESCRIPTION:

The Milpitas Bikeway Master Plan Update is an update to the City's 2002 Plan. The Plan Update includes goals, objectives and benchmarks for bicycling, existing bicycling conditions, current local and regional plans related to bicycling, analysis of bicycling needs, and recommended bicycle projects, cost estimates, and priorities for implementation. The Plan recommends an additional seven miles of off-street paved bicycle paths, nearly nine miles of bike lanes, and approximately 18 miles of bike routes.

Recommended improvements are listed in Chapter Six of the Milpitas Bikeway Master Plan Update, which include, but are not limited to Bicycle detection at signalized intersections along city's the existing and proposed bikeways; expansion of the Citywide Class I Path Network to include a connection from Evening Star Court to Abel Street/GreatMall Parkway and a trail connection from the bike lane along the east side of N. McCarthy Boulevard to the Coyote Creek Trail; vehicle lane reductions to incorporate proposed Class II bike lanes for Dixon Road between N. Milpitas Boulevard and Conway Street and on N. Park Victoria Drive between Jacklin Road and Calaveras Boulevard; completing bike network gaps and connecting existing facilities with new bike lanes; and designating Calaveras Boulevard and Montague Expressway as Class III bike routes. In accordance with CEQQ, it is expected that these projects will include individual environmental assessment when they are considered.

Project/Permit Number: Environment Assessment No. EA09-0008

Discussion of Checklist/Legend

- PS: Potentially Significant Impact
- LS/M: Less Than Significant with Mitigation Incorporation
- LS: Less Than Significant Impact
- NI: No Impact

I. AESTHETICS

<u>I. AESTHETICS</u>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
WOULD THE PROJECT:					
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 13
b) Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 13
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 13

<u>I. AESTHETICS</u>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 13

Environmental Impacts

Discuss environmental impacts of the project.

a) Would the project have a substantial adverse effect on a scenic vista? [No Impact]

Comment: The Bikeway Master Plan Update is a program-level document identifying existing conditions; providing goals and policies and recommending potential projects to implement those goals and policies. It is not anticipated that the recommended projects listed in the Plan do not impact scenic vistas within Milpitas and incorporates the goals and guiding principals of the Land Use and Circulation Elements of the General Plan (2002), City of Milpitas Municipal Code, Trails Master Plan (1997), Streetscape Master Plan (2000), Midtown Specific Plan (2002), Transit Area Specific Plan (2008), and regional plans: MTC Regional Bicycle Master Plan (2001), VTA Santa Clara Countywide Bicycle Plan (2008), and the San Francisco Bay Trail.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? [No Impact]

Comment: The recommended improvements in the Plan will not damage scenic resources. Most recommended improvements are connecting existing facilities and constructed in accordance with the city's aesthetic and architectural design standards to ensure compatibility with the City's natural and built environments.

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings? [No Impact]

Comment: Most recommended improvements are connecting existing facilities, are located within existing streets or rights-of-way or within urbanized areas and therefore will not substantially degrade the existing visual character and would enhance the overall quality of the site and its surrounding. Facilities within Specific Plan areas will adhere to the design guidelines for the Specific Plan.

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? [No Impact]

Comment: The Plan does not include any policies, goals or implementing projects that will add additional light or glare that will adversely affect day or nighttime views in the area. For the recommended improvements in the Plan, there are no recommendations to change the existing street lighting throughout Milpitas. For new trail connections, it is not anticipated that additional lighting would be necessary because the trails within the city are for use from dusk to dawn.

II. AGRICULTURE RESOURCES

II. AGRICULTURE RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
WOULD THE PROJECT:					
a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of California Resource Agency to non agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 11, 13
b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 11, 13
c) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 11, 13

Environmental Impacts

Discuss environmental impacts of the project.

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? [No Impact]

Comment: The Bikeway Master Plan update does not have any recommended changes to convert any existing farmland.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract? [No Impact]

Comment: The Bikeway Master Plan update does not have any recommended changes to convert any existing farmland.

c) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? [No impact]

Comment: The Bikeway Master Plan update does not have any recommended changes to convert any existing farmland.

III. AIR QUALITY

III. AIR QUALITY	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
WOULD THE PROJECT:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 7
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 7
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 7
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 7
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 7

Environmental Impacts

Discuss environmental impacts of the project.

a) Would the project conflict with or obstruct implementation of the applicable air quality plan? [No Impact].

Comment: The Plan update includes a summary of existing conditions and provides and recommends bicycle improvements that will promote and encourage bicycling in Milpitas for commuting and recreation. The Plan update has been coordinated with input from Santa Clara Valley Transportation Authority (VTA) and a community outreach meeting. The Plan update is consistent with the city's local and regional transportation and air quality plans. The description of plans are located in section I-a. It is anticipated that the implementation projects will not have a negative impact on the environment since construction activities will follow best management practices already in place for public works construction. It is also not expected that the operation or maintenance of these facilities will impact air quality, since the primary user of the facilities would be non-motorized equipment. Proposed projects would require further feasibility analysis and separate environmental reviews to identify any unanticipated potential impacts based on project specifics and provide adequate mitigation where necessary.

b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation? [No Impact].

Comment: Please refer to III-a for explanation. The Plan update provides a summary of existing conditions and includes recommended bicycle improvements that will promote and encourage bicycling in Milpitas for commuting and recreation. One of the proposed recommendations are vehicle lane reductions (narrowing of vehicle lanes) to accommodate Class II Bike Lanes that may have potential impacts, however, a feasibility analysis and traffic study will need to be performed to determine any potential impacts and any mitigation measures to ensure current level of service and impacts to air quality are minimized.

c) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)? [No Impact]

Comment: The Plan update provides recommended bicycle improvements that will promote and encourage bicycling in Milpitas for commuting and for recreation. It is expected that temporary construction activities associated with the new bike facilities will follow best management practices. The proposed recommendations that include vehicle lane reductions to accommodate bike lanes will perform further feasibility analysis to determine any impacts on current level of service to intersections and any subsequent negative impacts to air quality. The over-arching goal of the Plan is to reduce less carbon emissions by providing an alternative to single-driver vehicles. Providing additional bike lanes and connections promote additional opportunities for people to commute by bicycle and this in turn reduces emissions.

d) Would the project expose sensitive receptors to substantial pollutant concentrations? [No Impact]

Comment: The Plan update provides recommended bicycle improvements that will promote and encourage bicycling in Milpitas for commuting and for recreation. It is expected that construction activities associated with the new bike facilities will follow best management practices, which would reduce and minimize potential pollutant concentrations. It is not expected that the operation or maintenance of the facilities will affect sensitive receptors.

e) Would the project create objectionable odors affecting a substantial number of people? [No Impact]

Comment: The Plan update provides recommended bicycle improvements that will promote and encourage bicycling in Milpitas for commuting and for recreation. It is expected that construction activities associated with the new bike facilities will follow best management practices, which would reduce the potential for temporary odors associated with construction activities. The description of plans are located in section I-a.

IV. BIOLOGICAL RESOURCES

<u>IV. BIOLOGICAL RESOURCES</u>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
WOULD THE PROJECT:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 13

IV. BIOLOGICAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
WOULD THE PROJECT:					
regional plans, policies, or regulations, or by the California Department of Fish & Game or U.S. Fish & Wildlife Service?					
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish & Game or U.S. Fish & Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 13
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 13
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 13
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 13
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 13

Environmental Impacts

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish & Game or U.S. Fish & Wildlife Service? [No Impact]

Comment: The Milpitas Bikeway Master Plan Update proposes to fill gaps and provide connection to the existing bikeway network for bicyclist use of creek and railroad rights-of-way, existing and future transit connections, neighborhood schools, and access to regional trails. Many of these improvements occur within existing rights-of-way (existing streets). Further feasibility analyses will be performed on recommended improvements especially those recommendations that suggest expanding the Class I bike paths network. Should there be any environmental impacts; mitigations will be set forth in a separate environmental document.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish & Game or U.S. Fish & Wildlife Service? [No Impact]

Comment: Please refer to item IV-a for explanation.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? [No Impact]

Comment: Please refer to item IV-a for explanation.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? [No Impact]

Comment: Please refer to item IV-a for explanation.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? [No Impact]

Comment: Please refer to item IV-a for explanation.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? [No Impact]

Comment: Please refer to item IV-a for explanation.

V. CULTURAL RESOURCES

<u>V. CULTURAL RESOURCES</u>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
WOULD THE PROJECT:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 6, 13
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 6, 13
c) Directly or indirectly destroy a unique paleontological resource	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 6, 13

<u>V. CULTURAL RESOURCES</u>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
WOULD THE PROJECT:					
or site or unique geologic feature?					
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 6, 13

Environmental Impacts

Discuss environmental impacts of the project.

a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? [No Impact]

Comment: The Bikeway Master Plan Update does not include any projects that will impact historical, archaeological, paleontological resources or disturb any human remains in that the plan recommends improvements to fill in gaps in the bicycle network to improve connectivity to neighborhoods, arterials, and access to regional trails. Many of the projects are located within existing rights-of-way (Existing streets). Proposed projects would require further feasibility analysis and reviewed in accordance with CEQA.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? [No Impact]

Comment: Please refer to V-a for explanation.

c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? [No Impact]

Comment: Please refer to V-a for explanation.

d) Would the project disturb any human remains, including those interred outside of formal cemeteries? [No Impact]

Comment: Please refer to V-a for explanation.

VI. GEOLOGY AND SOILS

<u>VI. GEOLOGY AND SOILS</u>	Potentially Significant Impact	Less than Than Significant with With Mitigation Incorporated	Less than Than Significant Impact	No Impact	Source
WOULD THE PROJECT:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 11

VI. GEOLOGY AND SOILS	Potentially Significant Impact	Less than Than Significant with With Mitigation Incorporated	Less than Than Significant Impact	No Impact	Source
WOULD THE PROJECT:					
involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 4, 11
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 4, 11
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 4, 11
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 4, 11
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 11
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 11
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 11
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 11

Environmental Impacts

Discuss environmental impacts of the project.

a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. [Less than Significant]

ii) Strong seismic ground shaking? [Less than Significant]

iii) Seismic-related ground failure, including liquefaction? [Less than Significant]

iv) Landslides? [Less than Significant]

Comment: The City of Milpitas is located with a seismically active region and is subject to potential earthquakes and seismic-related ground failure including liquefaction. The Bikeway Master Plan Update recommends improvements that expand and provide arterial and neighborhood connections on the existing street and path network and is already developed with an adequate engineering design. Any future construction of bicycle facilities will utilize appropriate engineering design standards.

b) Would the project result in substantial soil erosion or the loss of topsoil? [No Impact]

Comment: The Bikeway Master Plan Update does not have any projects that will cause negative impacts to soil. The project includes recommended improvements that will expand and provide arterial and neighborhood connections on the existing street and path network that are already developed with appropriate engineering design. Any future construction of bicycle facilities will utilize appropriate engineering design standards.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? [No Impact]

Comment: See above response. The Bikeway Master Plan Update does not have any projects that will cause negative impacts to soil. The recommended projects expand and provide arterial and neighborhood connections on the existing street and path network. Any future construction of bicycle facilities will utilize appropriate engineering design standards.

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? [No Impact]

Comment: The Bikeway Master Plan Update recommends improvements that will expand and provide arterial and neighborhood connections on the existing street and path network that are located in urbanized areas and therefore would not result in any soils disturbances. Any future construction of bicycle facilities and associated environmental impacts would be further analyzed in feasibility studies. Furthermore, any future construction of bicycle facilities will utilize appropriate engineering design standards.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? [No Impact]

Comment: The Bikeway Master Plan Update does not involve the use of septic tanks and would be served by existing stormwater collection systems.

VII. HAZARDS AND HAZARDOUS MATERIALS

<u>VII. HAZARDS AND HAZARDOUS MATERIALS</u>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
WOULD THE PROJECT:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 13
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 13
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 13
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 13
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 13
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 13
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 13
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 13

<u>VII. HAZARDS AND HAZARDOUS MATERIALS</u>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
WOULD THE PROJECT:					
where residences are intermixed with wildlands?					

Environmental Impacts

Discuss environmental impacts of the project.

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? [No Impact]

Comment: It is not anticipated or intended that the bike routes described in the Bikeway Master Plan Update involve routine transport, use, or disposal of hazardous materials.

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? [No Impact]

Comment: The recommended bicycle transportation projects expand and provide arterial and neighborhood connections on the existing street and path network and will not involve hazardous materials.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? [No Impact]

Comment: All construction activities will include best management practices to ensure that accidents are minimized. Though recommended projects in the Bikeway Master Plan Update are within a one-quarter mile of an existing school, the projects are within the existing street and path network and will not involve hazardous materials and/or substances.

d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? [No Impact]

Comment: The recommended projects in the Bikeway Master Plan Update are located within the existing street network and have no significant hazard to the public or the environment.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project site? [No Impact]

Comment: The project site is not located within an airport land use plan or within two miles of a public airport or public use airport.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project site? [No Impact]

Comment: The project site is not located within the vicinity of a private airstrip.

g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? [No Impact]

Comment: The recommended projects in the Bikeway Master Plan Update are located within the existing street network and paths and will not interfere with the City of Milpitas emergency response and evacuation plans. Any temporary construction activities will be coordinated with emergency response agencies and departments. This Plan Update has been reviewed and approved by the City of Milpitas Police department.

h) Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? [No Impact]

Comment: The recommended projects in the Bikeway Master Plan Update are not located within wildland area.

VIII. HYDROLOGY AND WATER QUALITY

<u>VIII. HYDROLOGY AND WATER QUALITY</u>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
WOULD THE PROJECT:					
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 13
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 13
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or situation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 13
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 13

VIII. HYDROLOGY AND WATER QUALITY	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
WOULD THE PROJECT:					
flooding on- or off-site?					
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff as it relates to C3 regulations for development?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 13
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 13
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 10, 13
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 10, 13
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 10, 13
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 13

Environmental Impacts

Discuss environmental impacts of the project.

a) Would the project violate any water quality standards or waste discharge requirements? [No Impact]

Comment: The project is a master plan update to the Milpitas Bikeway Master Plan and recommends improvements to the existing bikeway network, potential bicyclist use of creek and railroad rights-of-way, existing and future transit connections, neighborhood schools, and access to regional trails. Any construction activities will use best management practices to minimize impacts. Operational and maintenance of the bicycle facilities will include the appropriate water quality facilities. Further feasibility analysis will be performed on recommended improvements especially any recommendations that require expanding the Class I bike paths network.

b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? [No Impact]

Comment: The project is an update to the Milpitas Bikeway Master Plan. Please refer to item VIII-a for explanation.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? [No Impact]

Comment: The project is an update to the Milpitas Bikeway Master Plan. Please refer to item VIII-a for explanation.

d) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? [No Impact]

Comment: The project is an update to the Milpitas Bikeway Master Plan. Please refer to item VIII-a for explanation.

e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? [No Impact]

Comment: The project is an update to the Milpitas Bikeway Master Plan. Please refer to item VIII-a for explanation.

f) Would the project otherwise substantially degrade water quality? [No Impact]

Comment: The project is an update to the Milpitas Bikeway Master Plan. Please refer to item VIII-a for explanation.

g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? The project site contains areas that lie within Zone A which is subject to a 100 year flood hazard and Zone X which is subject to a 500 year flood hazard. [No Impact]

Comment: The project is an update to the Milpitas Bikeway Master Plan. Please refer to item VIII-a for explanation.

h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows? [No Impact]

Comment: The project is an update to the Milpitas Bikeway Master Plan. Please refer to item VIII-a for explanation.

i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? [No Impact]

Comment: The project is an update to the Milpitas Bikeway Master Plan. Please refer to item VIII-a for explanation.

j) Would the project expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow? [No Impact]

Comment: The project is an update to the Milpitas Bikeway Master Plan. Please refer to item VIII-a for explanation.

IX. LAND USE AND PLANNING

<u>IX. LAND USE AND PLANNING</u>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
WOULD THE PROJECT:					
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 13
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 13
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 13

Environmental Impacts

Discuss environmental impacts of the project.

a) Would the project physically divide an established community? [No Impact]

Comment: The Plan Update includes recommended projects that fill gaps in the existing bikeway network, improve existing and future connections to bicycle facilities and destination nodes, neighborhood schools, and access to regional trails. The project would improve connectivity throughout the city.

b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? [No Impact]

Comment: The Bikeway Master Plan update is consistent with the General Plan in that it incorporates the goals and guiding principals of the Land Use and Circulation Elements of the General Plan (2002), City of Milpitas Municipal Code, Trails Master Plan (1997), Streetscape Master Plan (2000), Midtown Specific Plan (2002), Transit Area Specific Plan (2008), and regional plans: MTC Regional Bicycle Master Plan (2001), VTA Santa Clara Countywide Bicycle Plan (2008), and the San Francisco Bay Trail.

c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan? [No Impact]

Comment: Referred to item IX-b, the Plan Update is incorporates regional and local plans and will not conflict with any habitat conservation or natural community conservation plans.

X. MINERAL RESOURCES

X. MINERAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
WOULD THE PROJECT:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 11, 13
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 11, 13

Environmental Impacts

Discuss environmental impacts of the project.

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? [No Impact]

Comment: There are no known mineral resources of value in the City that would be affected by the Plan update or its recommended projects.

b) Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? [No Impact]

Comment: There are no known mineral resources of value in the City that would be affected by the Plan update or its recommended projects.

XI. NOISE

XI. NOSIE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
WOULD THE PROJECT:					
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 13
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 13
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 13

XI. NOSIE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
WOULD THE PROJECT:					
existing without the project?					
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 13
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 13
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 13

Environmental Impacts

Discuss environmental impacts of the project.

a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? [No Impact]

Comment: The Plan Update is a program-level document that recommends improvements to the existing bicycle network, which include construction activity that may result in temporary noise impacts. It is anticipated that any temporary construction activities would adhere to the established noise ordinance thresholds. It is also anticipated that operations will include non-motorized activities and therefore have no noise impacts.

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? [No Impact]

Comment: Please refer to item XI-a for explanation.

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? [No Impact]

Comment: Please refer to item XI-a for explanation.

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? [No Impact]

Comment: Please refer to item XI-a for explanation.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project site to excessive noise levels? [No Impact]

Comment: This project site is not within an airport land use plan or within two miles of a public airport or public use airport. Please refer to item XI-a for explanation.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project site to excessive noise levels? [No Impact]

Comment: This project site is not within the vicinity of a private airstrip. Please refer to item XI-a for explanation.

XII. POPULATION AND HOUSING

<u>XII. POPULATION AND HOUSING</u>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
WOULD THE PROJECT:					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 13
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 13
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 13

Environmental Impacts

Discuss environmental impacts of the project.

a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? [No Impact]

Comment: It is not anticipated that the bicycle master plan will induce substantial population growth. The master plan keeps pace with transit demand and does not propose new housing or extend roads or other infrastructure.

b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? [No Impact]

Comment: Please refer to item XII-a for explanation.

c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? [No Impact]

Comment: Please refer to item XII-a for explanation.

XIII. PUBLIC SERVICES

XIII. PUBLIC SERVICES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
WOULD THE PROJECT:					
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection? Police protection? Schools? Parks? Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 13

The project site is served by the following service providers:

- Fire Protection. Fire protection is provided by the City of Milpitas Fire Department which provides structural fire suppression, rescue, hazardous materials control and public education services.
- Police Protection. Police protection is provided by the City of Milpitas Police Department.
- Schools. Educational facilities are provided by the Milpitas Unified School District that operates kindergarten through high school services within the community. Schools that would serve the project include Milpitas High School (grades 9-12), middle schools (grades 7-8) and elementary schools (grades K-6).
- Maintenance. The City of Milpitas provides public facility maintenance, including roads, parks, street trees and other public facilities. Milpitas' Civic Center is located at 455 E. Calaveras Boulevard.
- Other governmental services. Other governmental services are provided by the City of Milpitas including community development and building services and related governmental services. Library service is provided by the Santa Clara County Library.

Environmental Impacts

Discuss environmental impacts of the project.

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- Fire Protection? [No Impact]**
- Police Protection? [No Impact]**
- Schools? [No Impact]**
- Parks? [No Impact]**
- Other Public Facilities? [No Impact]**

Comment: The City of Milpitas Bikeway Master Plan Update will improve the existing bikeway network, and explore potential bicyclist use of creek and railroad rights-of-way, existing and future transit connections, neighborhood schools, and access to regional trails. The improvements listed in the Plan Update would have minimal to no impact during construction and will not impact public services ability to respond to safety, nor prevent access to schools, parks or other public facilities.

XIV. RECREATION

<u>XIV. RECREATION</u>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
WOULD THE PROJECT:					
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 13
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 13

Environmental Impacts

Discuss environmental impacts of the project.

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? [No Impact]

Comment: The Bikeway Master Plan Update identifies and recommends ways to remedy bicycle gaps and barriers to bicycling which may include route connections within neighborhoods to major arterials. One goal of the Plan is also to connect bicyclists to recreational facilities such as parks and trails. Further feasibility analysis will be performed on recommended improvements especially any recommendations that require expanding the Class I bike paths network. Should there be any environmental impacts; mitigations will be set forth in a separate document.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? [No Impact]

Comment: Please refer to item XIV-a for explanation.

XV. TRANSPORTATION/TRAFFIC

<u>XV. TRANSPORTATION/TRAFFIC</u>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
WOULD THE PROJECT:					
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	4, 13
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	4, 13
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	4, 13
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	4, 12, 13
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	4, 12, 13
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	4, 12, 13, 16

Major roadways serving the site include: *(List each major roadway, its number of lanes, areas it serves, the ADT and interchanges with other major roadways.)*

The City of Milpitas Bikeway Master Plan Update incorporates the entire Milpitas street network. Listed below is the existing roadway network.

Existing Roadway Network

I-880 is a north-south freeway west of the Planning Area extending south to the City of San Jose and north to the City of Oakland. In the vicinity of the Planning Area, the freeway includes eight lanes north of State Route (SR) 237/Calaveras Boulevard and six lanes to the south. The I-880/SR 237 interchange includes direct ramp connections for High Occupancy Vehicle (HOV) lanes between the west and north legs of the interchange. The peak direction of travel is westbound during the AM peak hour and eastbound during the PM peak hour. I-880 carries 123,000 ADT north of SR 237 and 101,000 and 95,000 ADT north and south of the Montague Expressway interchange, respectively.

I-680 is a north-south freeway east of the Planning Area extending south to the City of San Jose and north to Solano County. In the vicinity of the Planning Area, the freeway includes six mixed-flow lanes plus a southbound HOV lane north of Calaveras Boulevard (SR 237) and eight mixed-flow lanes to the south. Southbound I-680 is the commute direction during the AM peak hour and northbound I-680 is the commute direction during the PM peak hour. I-680 carries 124,000 and 130,000 ADT north and south of SR 237, respectively. I-680 experiences southbound congestion during the AM peak hours and northbound congestion during the PM peak hours.

SR 237 is an east-west roadway that includes two distinct facilities: a six-lane freeway extending from I-880 west to US 101, and a four- to eight-lane arterial roadway between I-880 and I-680 with an elevated section over the Union Pacific Railroad tracks. The arterial section is locally designated as **Calaveras Boulevard**, which is six lane except on the bridge over the Union Pacific railroad tracks and Main Street, where it is four lanes. Calaveras Boulevard serves as a major commute route with heavy directional travel during the peak hours (westbound in the morning and eastbound in the afternoon). Access to McCarthy Boulevard is provided via hook ramps at Cypress Drive and Ranch Drive for eastbound and westbound movements. Calaveras Boulevard/SR 237 accommodates significant regional through traffic during the commuter peak periods. Staff estimate that, at a minimum, 50 percent of the peak hour traffic between I-680 and I-880 is externally generated. The predominant direction of travel is westbound in the morning and eastbound during the afternoon peak periods. Daily traffic volumes on Calaveras Boulevard/SR 237 range between 50,000 and 70,000 ADT between Interstates 680 and 880. West of I-880, SR 237 carries 104,000 ADT.

Montague Expressway is an east-west, six- to eight-lane divided arterial roadway extending from US 101 east to I-680. Limited access is provided to land uses fronting Montague Expressway. Montague Expressway bisects the Planning Area. This facility is designated San Tomas Expressway west of US 101 and Landess Avenue east of I-680. Montague Expressway includes directional HOV lanes during peak periods (westbound during the morning and eastbound during the afternoon commute hours). Montague Expressway connects with I-880 and I-680 via full cloverleaf interchanges. **Montague Expressway** is an east/west expressway in southern Milpitas, which generally provides six travel lanes and is under the jurisdiction of the County of Santa Clara Roads and Airports Division. The peak direction of travel is westbound and eastbound during the morning and afternoon peak periods, respectively. This roadway provides HOV lanes in the peak hours, utilizing the shoulder lane for HOV's and the inside two lanes for mixed flow traffic. Montague Expressway is a CMP facility and experiences severe congestion during the commuter peak periods. According to the most recent traffic counts available from the County of Santa Clara, Montague Expressway carries between 47,000 and 68,200 ADT between Interstates 680 and 880. This facility carries 76,800 ADT west of McCarthy Boulevard. Montague Expressway carries the most traffic of any Santa Clara County expressway and is the most congested during the commuter peak periods.

Great Mall Parkway is an east-west, six-lane divided arterial roadway extending from I-880 east to Montague Expressway. Great Mall Parkway also bisects the Planning Area. Great Mall Parkway is designated *Tasman Drive* west of I-880 and extends into the Cities of San Jose, Santa Clara, and Sunnyvale. Great Mall Parkway becomes *Capitol Avenue* east of Montague Expressway and continues south through the City of San Jose. VTA operates light-rail transit (LRT) service along the median of Tasman Drive/Great Mall Parkway/Capitol Avenue. This roadway and interchange at I-880 opened in December 1995. Great Mall Parkway carries 19,500 ADT west of Montague Expressway and 16,700 ADT east of I-880.

Main Street is a north-south, two- to four-lane arterial roadway parallel to Abel Street extending from Railroad Avenue (north of Calaveras Boulevard) south to Montague Expressway. This street is designated as Marylinn Drive north of Railroad Avenue and Oakland Road south of Montague Expressway. Main Street includes two lanes north of Curtis Avenue and four lanes with a two-way left-turn lane and bike lanes south of Curtis Avenue. Access to east Calaveras Boulevard is provided via ramps at Carlo Street.

Abel Street is a north-south, four-lane roadway parallel to Main Street extending from Milpitas Boulevard (north of Calaveras Boulevard) south to Main Street (south of Great Mall Parkway). The section of Abel Street between Corning and Curtis Avenues includes four travel lanes plus a two-way left-turn lane. Abel Street carries 23,800 and 23,200 ADT north and south of Calaveras Boulevard/SR 237, respectively. This roadway generally accommodates local traffic and operates within its design capacity.

Milpitas Boulevard is a north-south, four-lane arterial extending from the Milpitas-Fremont City limit line (also the Santa Clara-Alameda County limit line) south to Montague Expressway. Milpitas Boulevard is designated Warm Springs Boulevard north of the City/County limit in Fremont.

McCandless Drive is a north-south, two-lane collector roadway with a two-way left-turn lane extending from Great Mall Parkway south to Montague Expressway. The street is designated **Great Mall Drive** north of Great Mall Parkway and serves as an entrance to the Great Mall of the Bay Area. McCandless Drive becomes Trade Zone Boulevard at Montague Expressway.

Landess Avenue is an east-west roadway that begins at Piedmont Road and extends westward to I-680 where it transitions into Montague Expressway. A full interchange is located at I-680. In the vicinity of the project site, Landess Avenue is a four-lane roadway divided by a median. Landess Avenue provides direct access to the project site. This facility is an extension of Montague Expressway east of I-680 and connects to Piedmont Road in the eastern foothills of the City. Landess Avenue accommodates 45,100 ADT east of I-680. This roadway experiences minor peak hour congestion in proximity to the I-680 interchange.

Park Victoria Drive is a north-south roadway that begins at the northern border of Milpitas and extends southward where it transitions into Morrill Avenue at Landess Avenue. Park Victoria Drive is a four-lane roadway. Park Victoria Drive provides access to the project site via Landess Avenue.

Dempsey Road is a north-south roadway that begins at Park Victoria Drive in the north and extends southward to Landess Avenue. Dempsey Road is a two-lane roadway.

Alder Drive is a north/south two-lane arterial connecting McCarthy Boulevard to Barber Lane. This roadway serves a limited amount of industrial development at this time, but is planned for expansion to four lanes in the future. There are no traffic counts available for this facility, however, it appears to operate within its design capacity.

Dixon Landing Road is generally a four-lane east/west arterial connecting Interstate 880 to North Milpitas Boulevard and residential areas to the east. This roadway serves a mix of land uses (residential, industrial and commercial) with parking permitted east of Arizona Avenue. Dixon Landing Road carries 30,300 and 34,400 ADT east and west of Milmont Drive, respectively. Traffic volumes decrease substantially east of North Milpitas Boulevard to 12,600 ADT. Dixon Landing Road experiences peak hour congestion at the I-880 interchange and at North Milpitas Boulevard during both AM and PM peak periods.

Jacklin Road is an east/west divided arterial providing connection from North Milpitas Boulevard and Abel Street to a diamond interchange at Interstate 680. Jacklin Road carries 21,900 ADT west of I-680. In general, this roadway is operating below capacity and does not experience peak hour congestion.

Main Street is a north/south arterial and collector roadway connecting Montague Expressway to residential areas north of Calaveras Boulevard/SR 237. This roadway consists of four travel lanes from Montague Expressway to just north of Curtis Avenue, where it transitions to a two-lane facility with on-street parking on both sides of the street. A grade separation is provided at Calaveras Boulevard/SR 237 with a westbound off-ramp and an eastbound on-ramp. This roadway carries 20,600 ADT north of Montague Expressway and 12,000 ADT north of Curtis Avenue. Main Street experiences peak hour congestion at its signalized intersection with Montague Expressway, however, all other segments generally operate within capacity.

McCarthy Boulevard is a four-lane divided north/south arterial connecting Montague Expressway to the McCarthy Ranch Marketplace to the north. This roadway serves as primary access to SR 237 and I-880 for the Oak Creek and Milpitas Business Parks. This facility carries 25,200 ADT north of Montague Expressway and 18,100 ADT on the McCarthy Boulevard/SR 237 overcrossing. Access to SR 237 is provided by eastbound hook ramps via Cypress Drive and westbound hook ramps via Ranch Drive. Although congestion is experienced at Montague Expressway and at SR 237, McCarthy Boulevard generally operates within capacity.

Milpitas Boulevard is a north/south arterial roadway connecting Montague Expressway to Calaveras Boulevard/SR 237, Jacklin Road, Dixon Landing Road and continuing northerly into the City of Fremont as Warm Springs Road. South of Calaveras Boulevard/SR 237, this facility is undivided and primarily serves industrial land uses. North of SR 237, Milpitas Boulevard generally provides a center median island serving commercial and residential land uses. Milpitas Boulevard carries 32,200 ADT north of Montague Expressway and 25,900 ADT north of Calaveras Boulevard/SR 237. North and south of Dixon Landing Road, this roadway carries 26,400 and 21,700 ADT, respectively. This roadway generally operates within capacity, however, peak hour congestion occurs at signalized intersections with Montague Expressway and Calaveras Boulevard/SR 237.

Park Victoria Drive is a north/south arterial roadway primarily serving residential land uses east of Interstate 680. This roadway is generally a four-lane undivided facility with on-street parking. South of Landess Avenue, Park Victoria Drive becomes Morrill Avenue in the City of San Jose. South of Calaveras Boulevard/SR 237, current traffic volumes range between 11,000 and 19,800 ADT. North of Calaveras Boulevard/SR 237, current traffic volumes decrease to less than 10,000 ADT. In general, Park Victoria Drive does not experience peak hour congestion and operates within its design capacity.

Tasman Drive is an east/west arterial connecting McCarthy Boulevard with Interstate 880. This four-lane divided roadway will connect to Tasman Drive in the City of San Jose via a new bridge over the Coyote Creek. This improvement is scheduled to be complete by mid-1998. Tasman Drive accommodates 5,500 ADT east of McCarthy Boulevard. Tasman Drive does not currently experience peak hour congestion and operates well below its capacity.

Yosemite Drive is an east/west four-lane arterial and two-lane collector in central Milpitas. This roadway provides four travel lanes from South Milpitas Boulevard to South Park Victoria Drive, then transitions to a two-lane facility and continues east to Piedmont Road. Yosemite Drive currently carries 10,900 and 13,600 ADT east and west of South Hillview Drive, respectively. East of South Park Victoria Drive, Yosemite Drive accommodates 9,900 ADT decreasing to 2,500 ADT west of Piedmont Road. This roadway does not experience peak hour congestion and operates within its design capacity.

Abbott Avenue is a north/south collector roadway primarily serving commercial land uses south of Calaveras Boulevard/SR 237 and a mix of commercial and residential land uses to the north. This facility provides two travel lanes with a short segment north of Calaveras Boulevard/SR 237 which provides four travel lanes adjacent to commercial areas. Abbott Avenue carries 16,400 ADT north of Calaveras Boulevard/SR 237, decreasing to 7,000 ADT to the north. This roadway experiences minor congestion at its signalized intersection with Calaveras Boulevard/SR 237 during the peak hours.

Arizona Avenue is a north/south collector connecting Jacklin Road to Dixon Landing Road. This roadway primarily serves residential land uses along with access to Milpitas High School. Traffic volumes range from 6,100 ADT north of Jacklin Road to 4,000 ADT south of Dixon Landing Road. This roadway does not experience peak hour congestion and operates within capacity.

Barber Lane is generally a north/south two-lane collector roadway connecting Bellew Drive to McCarthy Boulevard. This facility serves industrial land uses and is grade separated from Tasman Drive. Barber Lane carries 3,900 ADT south of Sycamore Drive. This roadway is operating within its design capacity.

Bellew Drive is an east/west two and four-lane collector roadway which turns into Technology Drive west of McCarthy Boulevard. This roadway provides four travel lanes between Cypress Drive and McCarthy Boulevard and two travel lanes west of McCarthy Boulevard and east of Cypress Drive. Bellew Drive carries 3,700 ADT west of Barber Lane. Although this facility does not directly experience peak hour congestion, congestion at the I-880/SR 237 interchange causes traffic to queue on the Cypress Drive on-ramp to Bellew Drive.

California Circle is a north/south four-lane collector serving industrial land uses. This roadway connects Dixon Landing Road to Milmont Drive and also provides a signalized intersection with the I-880 Northbound off-ramp. This facility carries 10,900 ADT south of Dixon Landing Road. Although California Circle operates well below capacity, its signalized intersection with Dixon Landing Road/I-880 Northbound Ramps is congested during the peak hours due to the two-lane overcrossing at the Dixon Landing/I-880 interchange.

Dempsey Road is a north/south collector parallel and east of Interstate 680 serving a mix of residential and commercial land uses. This roadway connects Landess Avenue to Park Victoria Drive just south of Calaveras Boulevard. This facility provides two travel lanes, except for a short segment north of Landess Avenue which is four

lanes. Dempsey Road accommodates 19,200 ADT north of Landess Avenue with traffic volumes decreasing substantially to the north. Generally, this roadway operates within its capacity.

Escuela Parkway is a north/south two-lane collector roadway serving residential land uses in central Milpitas. This roadway connects North Milpitas Boulevard (near the Town Center) to Washington Drive. Escuela Parkway carries 6,900 and 6,600 ADT north and south of Jacklin Road, respectively. This facility operates well within its design capacity.

Evans Road is a north/south two-lane collector connecting Jacklin Road to Calaveras Boulevard. This roadway serves residential land uses and carries 2,800 ADT north of Calaveras Boulevard. This facility is well under its capacity.

Hillview Drive is a north/south collector roadway serving industrial, commercial and residential land uses in central Milpitas. This two-lane roadway connects Yosemite Drive to Jacklin Road and carries less than 4,000 ADT on all segments. This facility does not generally experience congestion during the peak hours and operates within its design capacity.

Kennedy Drive is an east/west two-lane collector serving residential land uses. This roadway connects North Park Victoria Drive to Evans Road and accommodates 4,000 ADT east of North Park Victoria Drive. This facility operates well within its capacity.

Los Coches Road is an east/west two-lane collector connecting South Milpitas Boulevard to Sinclair Frontage Road. This facility serves industrial land uses and carries 5,700 and 5,200 ADT east and west of South Hillview Drive, respectively. Los Coches Road does not generally experience congestion during the peak hours and operates within its design capacity.

McCandless Drive is a short north/south two-lane collector roadway connecting Great Mall Parkway to Montague Expressway. This roadway primarily serves the McCandless Technology Park and experiences congestion at its signalized intersection with Montague Expressway during the peak hours. This facility carries 7,000 ADT.

Milmont Drive is a north/south collector road providing two travel lanes and connects California Circle and Kato Road in the City of Fremont. This facility serves industrial and residential land uses and carries 11,800 ADT north of Dixon Landing Road. Milmont Drive generally does not experience peak hour congestion and operates within its capacity.

Piedmont Road is a north/south two-lane collector road connecting Calaveras Boulevard to Landess Avenue then continuing south into the City of San Jose. This facility primarily serves residential land uses and carries 5,100 and 6,100 ADT north and south of Yosemite Drive, respectively. This roadway generally operates within its capacity.

Washington Drive is an east/west two-lane collector roadway connecting North Milpitas Boulevard to residential areas east of Arizona Avenue. This facility generally serves residential land uses along with educational land uses. Washington Drive carries 3,300 ADT east of Arizona Avenue. This roadway operates well within its design capacity.

Environmental Impacts

Discuss environmental impacts of the project.

Would the project:

a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? [No Impact]

Comment: Two proposed recommendations in the Plan update require vehicle lane reductions along Dixon Road between N. Milpitas blvd and Conway Street, approximately 0.36 miles and on N. Park Victoria Drive along Jacklin Road and Calaveras Blvd, approximate 0.86 miles. In 2005, the City of Milpitas recorded daily traffic volume of 3,400 vehicles for Dixon Landing Road. The Plan update recommends that the City narrow this segment of roadway from four lanes to one lane in each direction and add Class II bike lanes in each direction. In 2006, the City recorded a volume of 7,740 vehicles along Park Victoria Drive. For this segment, the Plan recommends reducing the four travel lanes to two lanes in each direction with a center turn lane to allow for Class II bike lanes on either side of the street.

For these recommended projects in the Plan update, feasibility analysis including traffic studies and community input will be pursued prior to implementation.

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? [No Impact]

Comment: It is not anticipated that master plan projects will exceed the LOS standard established by the Valley Transportation Authority. Subsequent projects under the master plan will include further analysis to ensure consistency with the standard.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks? [No Impact]

Comment: The benefit of the Plan Update is to provide recommendations for new policies to increase bicycle safety in the City using industry-standard best practices.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections). [No Impact]

Comment: The Plan Update recommendations include the design guidelines as specified by the California Department of Transportation (Caltrans) Highway Design Manual Chapter 1000 "Bikeway Planning and Design". Innovative bikeways and support facilities that have not been adopted by the Manual of Uniform Traffic Control Devices (MUTCD) or Caltrans are also included and are considered experimental or nonstandard best practices. Regardless, all facility designs are subject to engineering design review.

e) Result in inadequate emergency access? [No Impact]

Comment: The Plan Update capitalizes on Milpitas' strengths including existing bikeway network, potential bicyclist use of creek and railroad rights-of-way, existing and future transit connections, neighborhood schools, and access to regional trails. Implementation of the recommended projects will not affect emergency access. Temporary construction activities will be coordinated with emergency response agencies and departments.

f) Result in inadequate parking capacity? [No Impact]

Comment: One of the recommended improvements includes vehicle lane reductions on Dixon Road and South Park Victoria Drive between Jacklin Road and East Calaveras Boulevard. The Dixon roadway segment is currently four lanes wide with on-street parking on both sides of the roadway. Similarly, South Park Victoria also has four travel lanes and two on-street parking lanes. The proposed lane reduction would narrow the roadway to provide one travel lane in each direction, installation of class II bike lanes on both side of the road, a new center turn lane, and maintenance of the on-street parking lanes. As result of the lane reconfiguration, there is a potential for a loss of on-street parking. However, further feasibility analysis will determine impacts on parking. Should there be any environmental impacts; mitigations will be set forth in a separate document.

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? [No Impact]

Comment: The Plan Update supports alternative transportation by provided recommended improvements to the existing Milpitas bicycle network. It does not conflict with the adopted Milpitas policies and plans. The list of Milpitas plans and policies incorporated in the Plan Update are listed in item I-a. "End of Trip Facilities", as well as maintenance policies are included in the Plan update.

XVI. UTILITIES AND SERVICE SYSTEMS

<u>XVI. UTILITIES AND SERVICE SYSTEMS</u>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
WOULD THE PROJECT:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	4, 5
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	4, 5
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	4, 5
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	4, 5
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	4, 5
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	4, 5
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	4, 5

The project site is served by the following service providers:

- Electrical and natural gas power: Pacific Gas and Electric Company

- Communications: AT&T
- Water supply: Provided by the City of Milpitas with the wholesale providers being either the San Francisco Water Department or the Santa Clara Valley Water District
- Recycled water: South Bay Water Recycling Program
- Sewage treatment: Provided by the City of Milpitas and treated at the San Jose/Santa Clara Water Pollution Plant in San Jose.
- Storm drainage: City of Milpitas
- Solid waste disposal: Disposal is at the Newby Island Landfill, operated by BFI
- Cable Television: Comcast

Environmental Impacts

Discuss environmental impacts of the project.

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? [No Impact]

Comment: The Plan and its recommended projects will not impact wastewater treatment requirements, since the projects are within existing rights-of-way.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? [No Impact]

Comment: The Plan and its recommended projects will not require the expansion of existing facilities since it will be enhancing the existing roadway with striping, signage, and minimal construction.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? [No Impact]

Comment: The Plan and its recommended projects will have no significant impact on existing storm water drainage facilities or require the expansion of existing facilities. The recommended improvements in the Plan include roadway striping and signage with minimal construction impacts that would affect utilities.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? [No Impact]

Comment: The recommended improvements in the Plan include roadway striping and signage with minimal construction impacts that would affect utilities and will not require water supplies.

e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? [No Impact]

Comment: The Bikeway Master Plan update is a citywide comprehensive update documenting the existing facilities and proposed recommended improvements at the program level. The roadway improvements will not require services for wastewater treatment.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? [No Impact]

Comment: Because the focus of the Bikeway Master Plan update is to improve bicycle facilities, such as connecting routes and lanes and bike paths, it does not require landfill services or result in solid waste disposal needs during or after construction of the facilities.

g) Comply with federal, state, and local statutes and regulations related to solid waste? [No Impact]

Comment: The Bikeway Master Plan Update recommended improvements do not require solid waste services for roadway improvements.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

<u>XVII. MANDATORY FINDING OF SIGNIFICANCE</u>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source
WOULD THE PROJECT:					
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or pre-history?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 13
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,4, 13

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or

restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? [No Impact]

Comment: The Milpitas Bikeway Master Plan Update is a program-level document that provides a summary of existing conditions and deficiencies in the bikeways network and provides goals, policies to improve the network with recommended implementation projects. The Plan Update recommends improvements to the existing bikeway network, potential bicyclist use of creek and railroad rights-of-way, provides future transit connections to destination nodes, neighborhood schools, and access to regional trails. The recommended projects are located within existing rights-of-way and it is not expected that these projects will have negative impacts on the environment. Construction activities will include best management practices to minimize temporary impacts. Further feasibility analyses will be performed on recommended improvements and determine if any additional impacts may occur. Should there be any environmental impacts; mitigations will be set forth in a separate document in accordance with CEQA.

b) Does the project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? [No Impact]

Comment: The Milpitas Bikeway Master Plan Update is a program level document and is not anticipated to have cumulative negative impacts because the purpose of the plan update is to improve existing bicycle facility, bikeway network, and connectivity that would provide alternative mode of transportation that would reduce traffic and air pollution emissions leading to an overall better quality of life. However, construction activities will include best management practices to minimize any temporary environmental impacts.

c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly? [No Impact]

Comment: The Milpitas Bikeway Master Plan Update is a program level document and will not cause a substantial adverse effect on human beings because the recommended improvements provide bicycle safety and reduces conflict with vehicle traffic.

ENVIRONMENTAL IMPACT ASSESSMENT
SOURCE KEY

1. Milpitas General Plan Map and Text
2. Milpitas Midtown Specific Plan Map and Text
3. Transit Area Specific Plan Map and Text
4. Bikeway Master Plan Update Final Plan, January 2009.
5. Milpitas Municipal Code
6. Register of Cultural Resources in Milpitas
7. Bay Area Air Quality Management District, *CEQA Guidelines*, December 1999.
8. California Department of Conservation, *Geologic Map of the San Francisco-San José Quadrangle*, 1990.
9. California Department of Conservation, *Santa Clara County Important Farmland 2006*, Map, June 2006.
10. Federal Emergency Management Agency, *Flood Insurance Rate Map, Community Panel No. 060350 0001C*, July 16, 1980.
11. United States Department of Agriculture, Soil Conservation Service, *Soils of Santa Clara County*, 1968
12. Field Inspection
13. Planner's Knowledge of Area
14. Experience with other project of this size and nature
15. Trails Master Plan
16. Other