SECTION 2: PROJECT DESCRIPTION

This Environmental Impact Report (EIR) analyzes the potential environmental effects of the proposed Preston Property Residential Project in Milpitas, California.

2.1 - Project Location and Setting

2.1.1 - Location

The project site is located in the City of Milpitas, Santa Clara County, California, at 133 Bothelo Lane, Milpitas, California 95035 (Exhibit 2-1). The 15.4-gross-acre project site is bounded by the Union Pacific Railroad Warm Springs Subdivision (west); the Calaveras Boulevard (State Route 237 [SR-237]) overcrossing (north); the Union Pacific Railroad Milpitas Yard, Ford Creek, and Bothelo Lane (east); and single-family residential uses, the Macedonia Missionary Baptist Church, and Sinnott Lane (south) (Exhibit 2-2). The project site is located on the Milpitas, California, United States Geological Survey 7.5-minute topographic quadrangle map, Township 6 South, Range 1 East, Section 7 (Latitude 37°25'46" North; Longitude 121°54'18" West).

2.1.2 - Existing Development and Land Use Activities

The project site contains developed industrial land uses associated with the Preston Pipeline company.

The site contains 14 light industrial buildings with a combined total of approximately 144,000 square feet. Most of the square footage is contained within two buildings located within the western portion of the project site, with the balance of the square footage allocated among 12 smaller structures. Historic aerial photographs indicate that most of the buildings were developed within the last 15 years.

Outdoor storage activities occur in various places throughout the project site, including in the northern portion of the site along Calaveras Boulevard and in the southern portion of the site near Sinnott Lane. Vehicular access is provided via a primary point on the Railroad Avenue cul-de-sac and a secondary point on Bothelo Lane. Ornamental landscaping consisting of trees and shrubs is located throughout the project site. Site photographs are provided in Exhibit 2-3.

2.1.3 - Surrounding Land Uses

West

The Union Pacific Railroad Warm Springs Subdivision, a single-track rail line linking Fremont and San Jose, forms the western boundary of the project site. West of the Warm Springs Subdivision are a mix of developed commercial and residential uses located along S. Main Street.

North

The Calaveras Boulevard (SR-237) overcrossing forms the northern boundary of the project site. The overcrossing—which consists of two parallel two-lane bridges—spans S. Main Street, Winsor Street, the Warm Springs Subdivision, Railroad Avenue, and the Union Pacific Railroad Milpitas Yard and Milpitas Subdivision. North of Calaveras Boulevard are light industrial uses.

East

The Union Pacific Railroad Milpitas Yard and Milpitas Subdivision, Ford Creek, and Bothelo Lane form the eastern boundary of the project site. The Milpitas Yard is a multi-track facility that primarily sorts and stores rail cars for the adjoining Union Pacific Railroad Automobile Distribution Facility. The Milpitas Subdivision, a single-track rail line linking Fremont and Milpitas, provides rail access to the Milpitas Yard. The Bay Area Rapid Transit (BART) extension from Warm Springs (Fremont) to Berryessa (San Jose) is currently under construction parallel to the east side of the Milpitas Yard.

Ford Creek is a small ephemeral drainage that is located between the project site and the Milpitas Yard. The drainage feature is contained in a culvert north and south of the project site.

Bothelo Lane is short, two-lane road that dead-ends at the existing rear entrance to the Preston Pipelines site.

South

Single-family residential uses, the Macedonia Missionary Baptist Church, and Sinnott Lane for the southern boundary of the project site. Sinnott Lane is a short, two-lane road that connects Bothelo Lane with Hammond Way. The approximately 40-acre Union Pacific Railroad Automobile Distribution Facility is located south of Sinnott Lane and consists of a large, black-topped area used for the classification and storage of new automobiles.

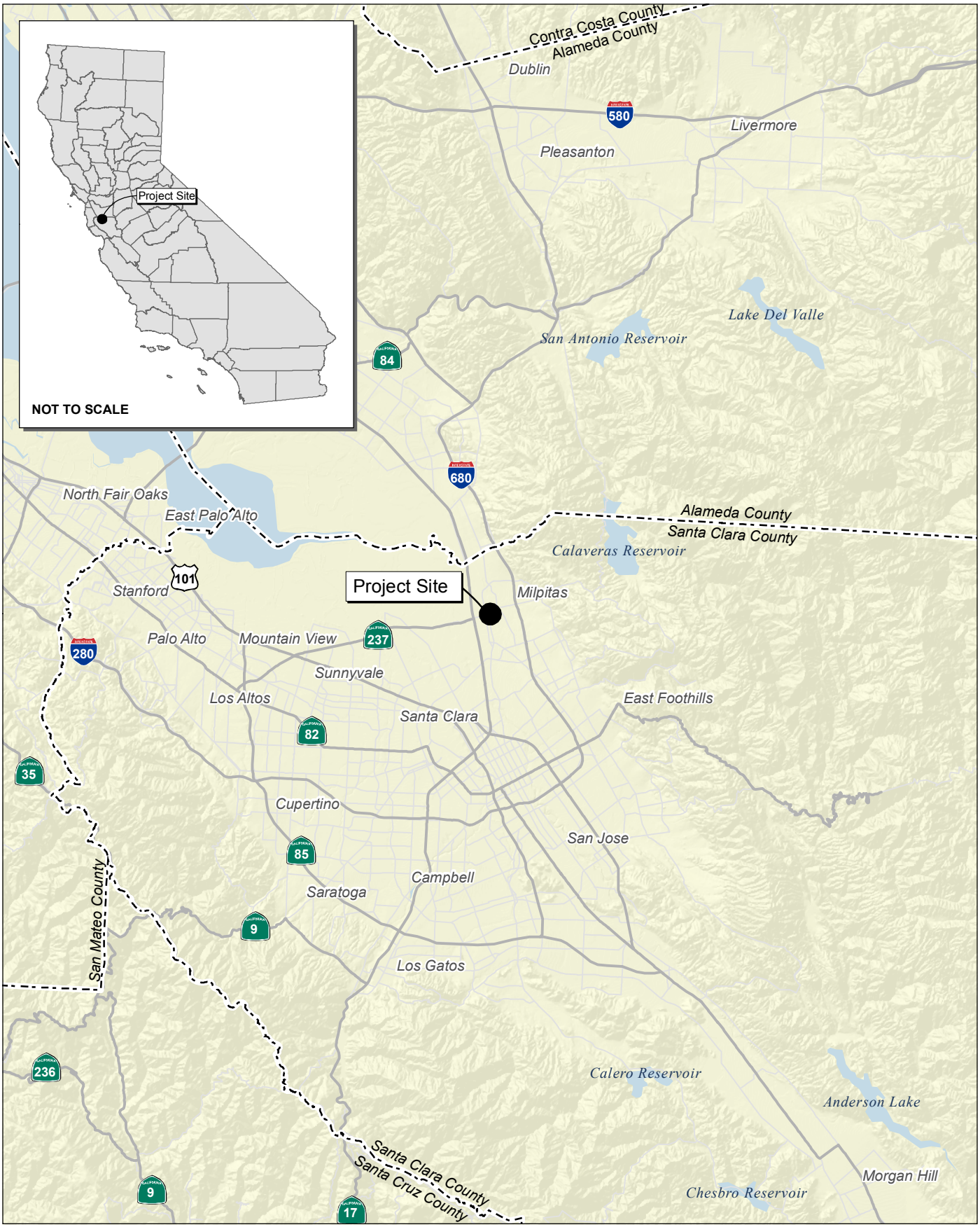
2.1.4 - Land Use Designations

The project site is designated "Manufacturing and Warehousing" by the City of Milpitas General Plan and zoned "Light Industrial" by the Milpitas Zoning Ordinance. The project site is within the boundaries of the Midtown Specific Plan.

2.2 - Project Characteristics

2.2.1 - Project Summary

The project applicant, KB Home, is proposing to redevelop the project site with high-density residential uses. The conceptual site plan is provided in Exhibit 2-4.



Source: Census 2000 Data, The CaSIL, MBA GIS 2012.

Michael Brandman Associates

NORTH

5 2.5 0 5 Miles

Exhibit 2-1
Regional Location Map

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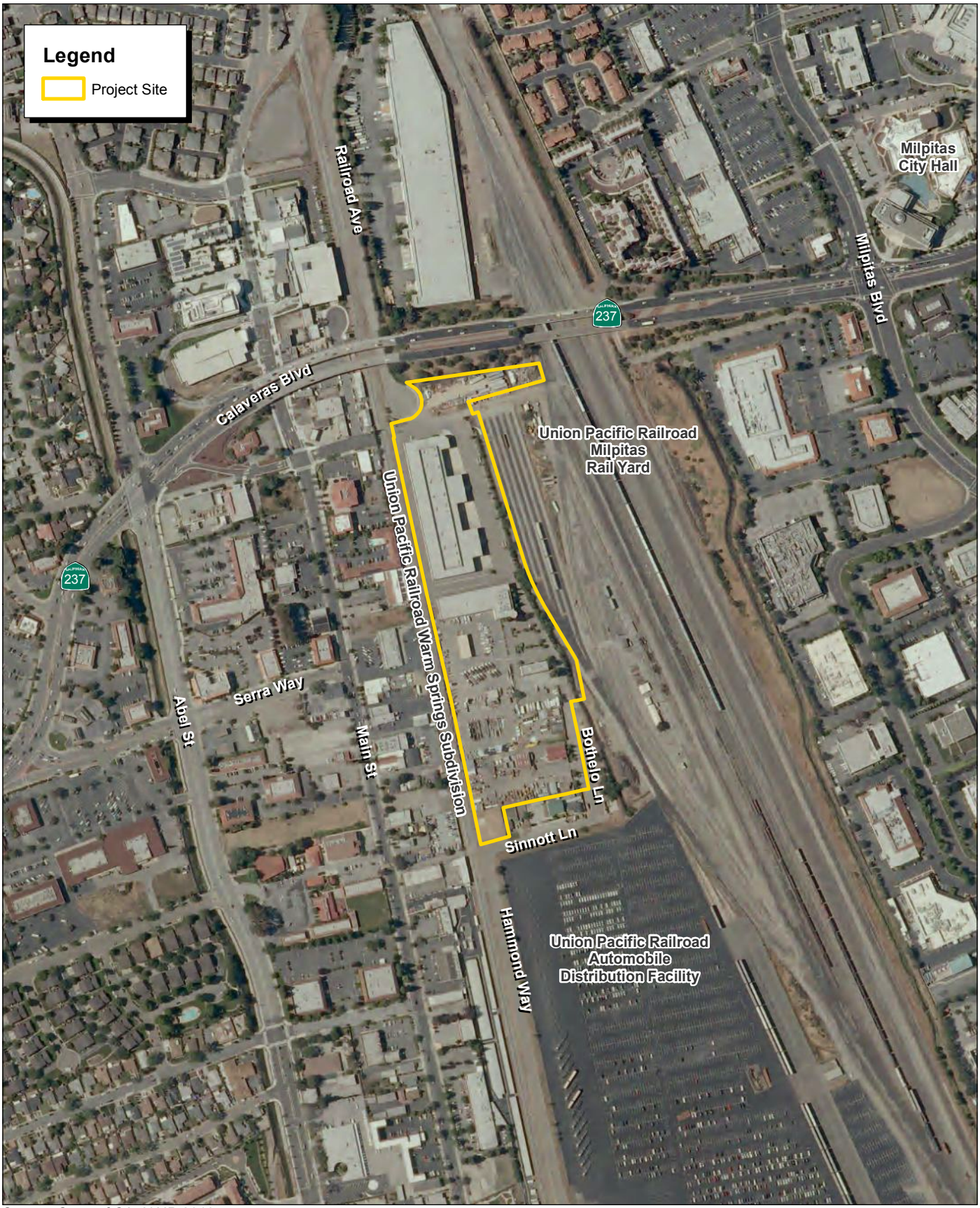

Source: State of CA, NAIP 2010.

Exhibit 2-2
Local Vicinity Map
Aerial Base

NORTH

500 250 0 500

Feet

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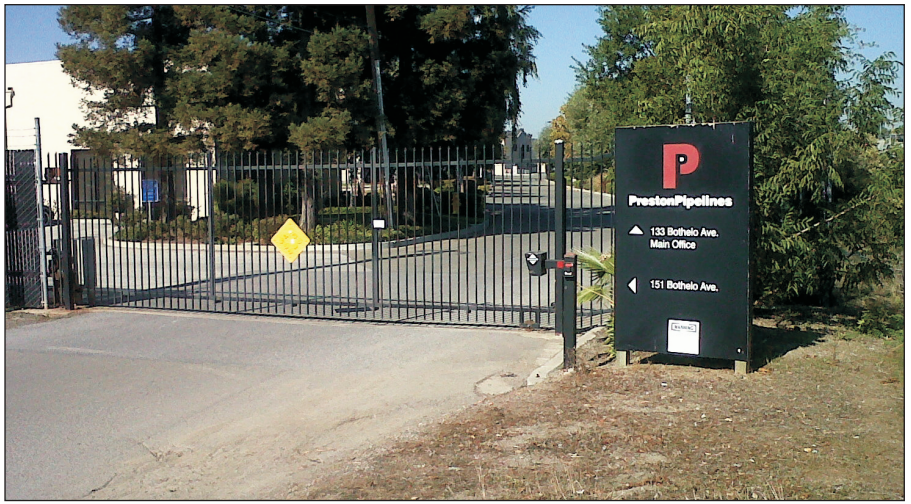
View of project site from Hammond Way / Sinnott Lane.



View of secondary entrance to Preston Pipeline site from Bothelo Lane.

View of Ford Creek from Bothelo Lane.

View of project site from Bothelo Lane.

Source: Michael Brandman Associates, 2012.

Michael Brandman Associates

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Exhibit 2-3
Site Photographs

Note: Site Plan is conceptual;
Changes may occur to design elements.

Source: Ruggeri, Jensen, Azar, July 2012.

NORTH

200 100 0 200
Feet

Exhibit 2-4
Conceptual Site Plan

Michael Brandman Associates

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The proposed project requires the approval of two land use designation changes in order to allow the development of the proposed residential uses. This section will first discuss the land use designation changes and then discuss the development characteristics.

2.2.2 - Proposed Land Use Designation Changes

The proposed project requires the following land use designation changes:

- A General Plan Amendment is proposed to change the land use designation from "Manufacturing and Warehousing" to "Multi-Family Residential High Density" (14.2 acres) and "Parks and Open Space" (1.2 acres). The residential land use designation would apply to the residential uses and the private open space area; the parks and open space designation would apply to the proposed trail along Ford Creek. Exhibit 2-5a depicts the proposed General Plan Amendment.
- Rezoning of the project site from "Light Industrial" to "Multi-Family High Density Residential (R3) with Site and Architectural Overlay" (14.2 acres) and "Parks and Open Space (POS)" (1.2 acres), which would entail an amendment to the Midtown Specific Plan. The residential zoning would apply to the residential uses and the private open space area; the parks and open space zoning would apply to the proposed trail along Ford Creek. Exhibit 2-5b depicts the proposed Rezoning.

2.2.3 - Dwelling Units

As many as 220 dwelling units would be developed on the site. Table 2-1 provides a summary of the proposed dwelling units. While the maximum number of dwelling units will not change, the dwelling unit mix may change, depending on the final layout of the site plan.

Table 2-1: Dwelling Unit Summary

Type	Count
Single Family	98
Townhome	122
Total	220 (14.2 acres)
Average Density	15.5 dwelling units/acre
Note: Average density calculation excludes 1.2-acre private open space area. Source: KB Home, 2012.	

Design and Appearance

The proposed dwelling units would employ several architectural styles, including "Cape Cod," "Craftsman," and "Contemporary American West." Each architectural style would offer multiple

variations. All three styles would make wide use of gabled roofs, windows, and earth tone colors. Exhibit 2-6 a and Exhibit 2-6b depict the conceptual elevations for the proposed project.

2.2.4 - Circulation

Vehicular

Vehicular access to the proposed project would occur at two locations, as shown on Exhibit 2-4:

- **Railroad Avenue (Primary):** The existing Railroad Avenue cul-de-sac at the northwest corner of the project site would be modified to provide access to a private driveway that would serve as the primary access point. This access point would be controlled with a gate.
- **Hammond Way (Secondary):** A secondary access point would be located at north end of Hammond Way. This access point would effectively serve as the third (north) leg of the Hammond Way/Sinnott Lane intersection, and would be controlled with a gate.

Within the project site, a 24-foot-wide private road would be located along the eastern perimeter of the project site and would provide access to Railroad Avenue. This private roadway would provide connections to a network of 22-foot-wide "motor courts" that would serve individual dwelling units.

A portion of Bothelo Lane would be abandoned as part of the project.

Bicycle and Pedestrian

The proposed project would provide a network of internal bicycle and pedestrian facilities that would be linked to Railroad Avenue and Hammond Way; refer to Exhibit 2-4.

The project applicant and the City of Milpitas are evaluating the feasibility of installing offsite sidewalks and other streetscape improvements along Railroad Avenue, Hammond Way, and Sinnott Lane (east of Hammond Way) to improve bicycle and pedestrian circulation and safety in the project vicinity. Exhibit 2-7a and Exhibit 2-7b depict the streetscape improvements along Railroad Avenue and Hammond Way.

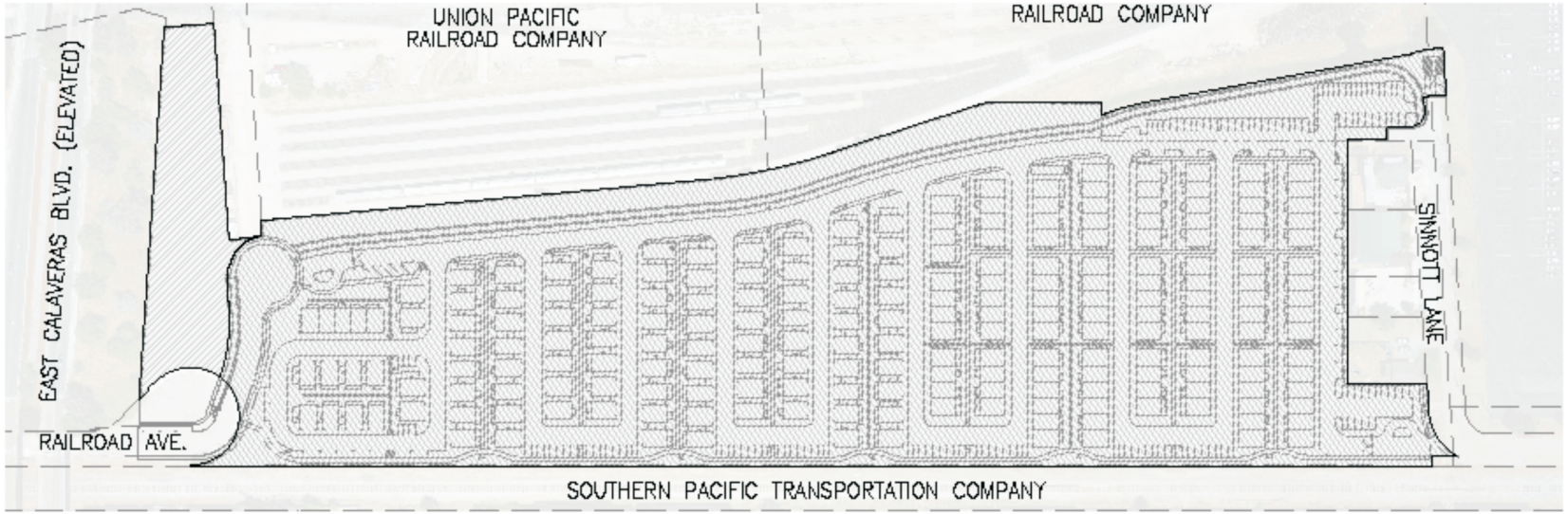
2.2.5 - Utilities

Wet Utilities

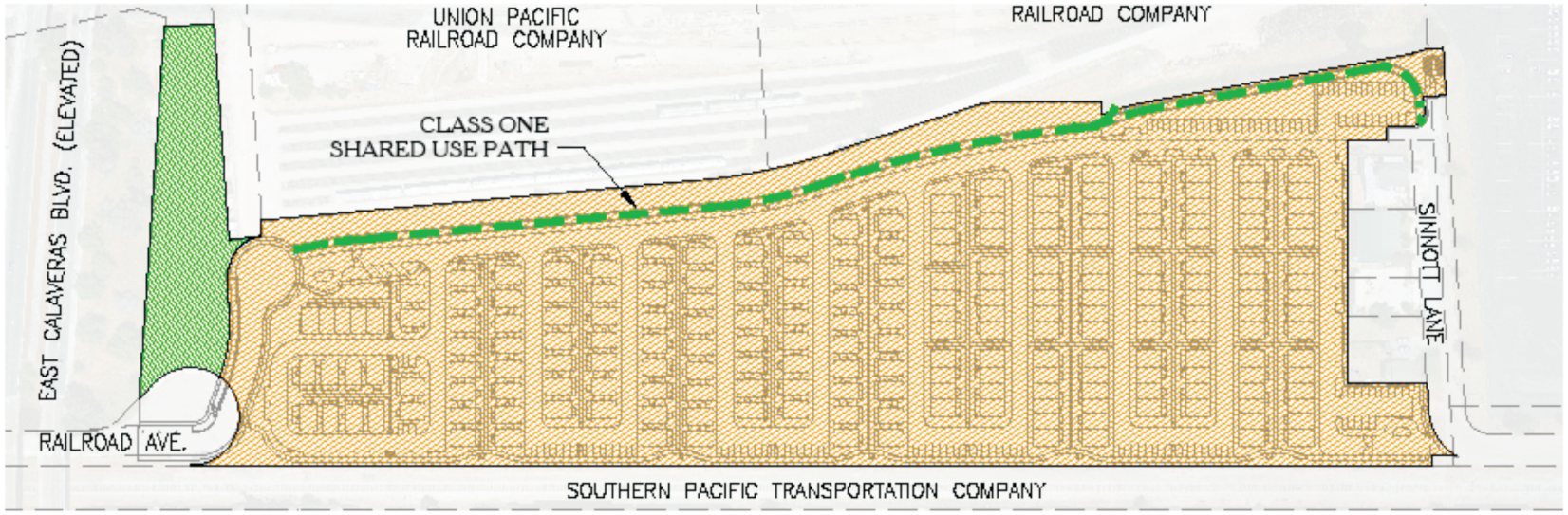
The project site is currently served with potable water, sanitary sewer, and storm drainage service provided by the City of Milpitas. Existing facilities and connections would be either replaced or upgraded to serve the proposed project.

Dry Utilities

The project site is currently served with electricity and natural gas service provided by Pacific Gas and Electric Company. Existing facilities and connections would be either replaced or upgraded to serve the proposed project.



EXISTING GENERAL PLAN DESIGNATION: MANUFACTURING AND WAREHOUSING (MW)



Source: Ruggeri, Jensen, Azar, May 2012.

NORTH

Michael Brandman Associates

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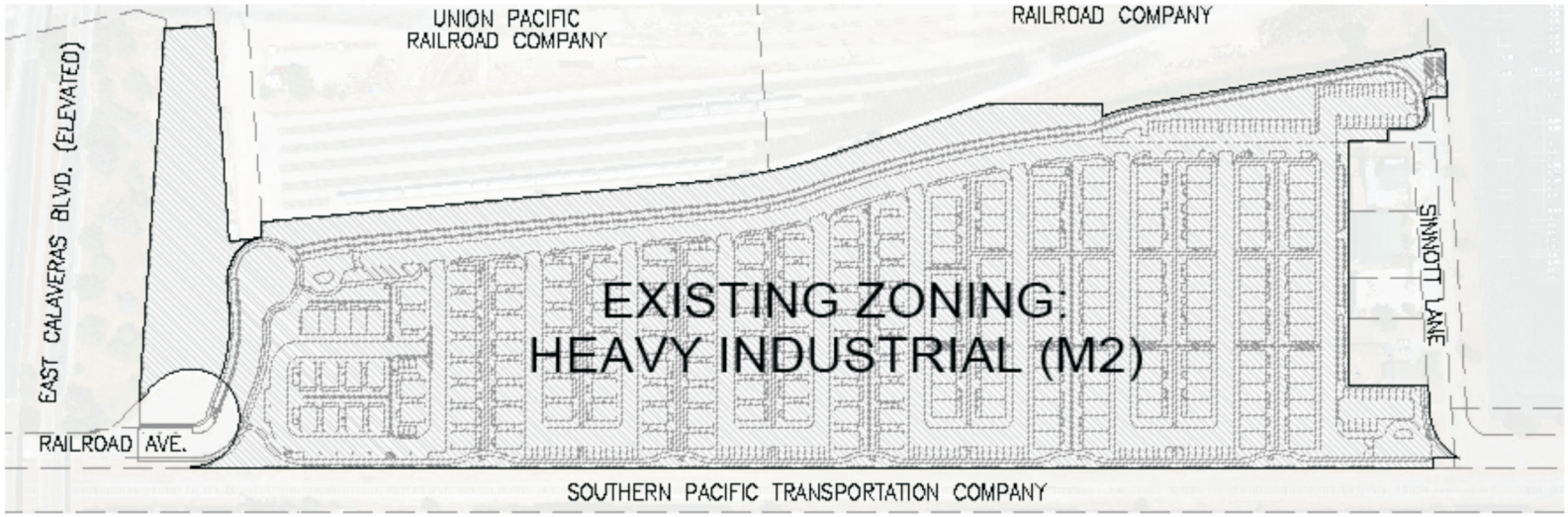
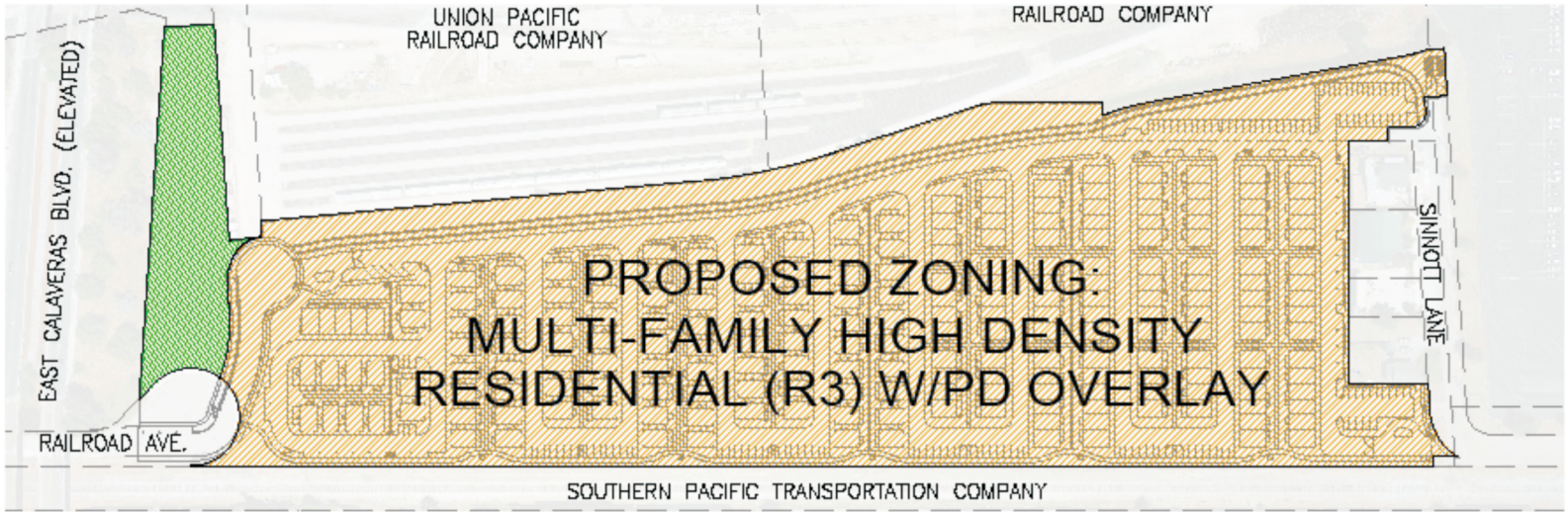
Exhibit 2-5a
Proposed General Plan Amendment



EXISTING ZONING DISTRICT: HEAVY INDUSTRIAL (M2)



Source: Ruggeri, Jensen, Azar, May 2012.

NORTH

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Exhibit 2-5b
Proposed Rezoning

FRONT ELEVATION 'CAPE COD'

FRONT ELEVATION 'CRAFTSMAN'

FRONT ELEVATION
'CONTEMPORARY AMERICAN WEST'

FRONT ELEVATION 'CAPE COD'

FRONT ELEVATION 'CRAFTSMAN'

FRONT ELEVATION
'CONTEMPORARY AMERICAN WEST'

FRONT ELEVATION 'CAPE COD'

FRONT ELEVATION 'CRAFTSMAN'

FRONT ELEVATION
'CONTEMPORARY AMERICAN WEST'

Source: SDG Architecture & Engineering, February 2012.

Michael Brandman Associates

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Exhibit 2-6a
Conceptual Elevations

4-Unit Building FRONT ELEVATION 'CRAFTSMAN'

5-Unit Building FRONT ELEVATION 'CONTEMPORARY AMERICAN WEST'

5-Unit Building FRONT ELEVATION 'CRAFTSMAN'

6-Unit Building FRONT ELEVATION 'CONTEMPORARY AMERICAN WEST'

Source: SDG Architecture & Engineering, February 2012.

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Exhibit 2-6b
Conceptual Elevations

Source: Ruggeri, Jensen, Azar, July 2012.

NORTH

200 100 0 200 Feet

Exhibit 2-7a
Railroad Avenue Streetscape Improvements

Michael Brandman Associates

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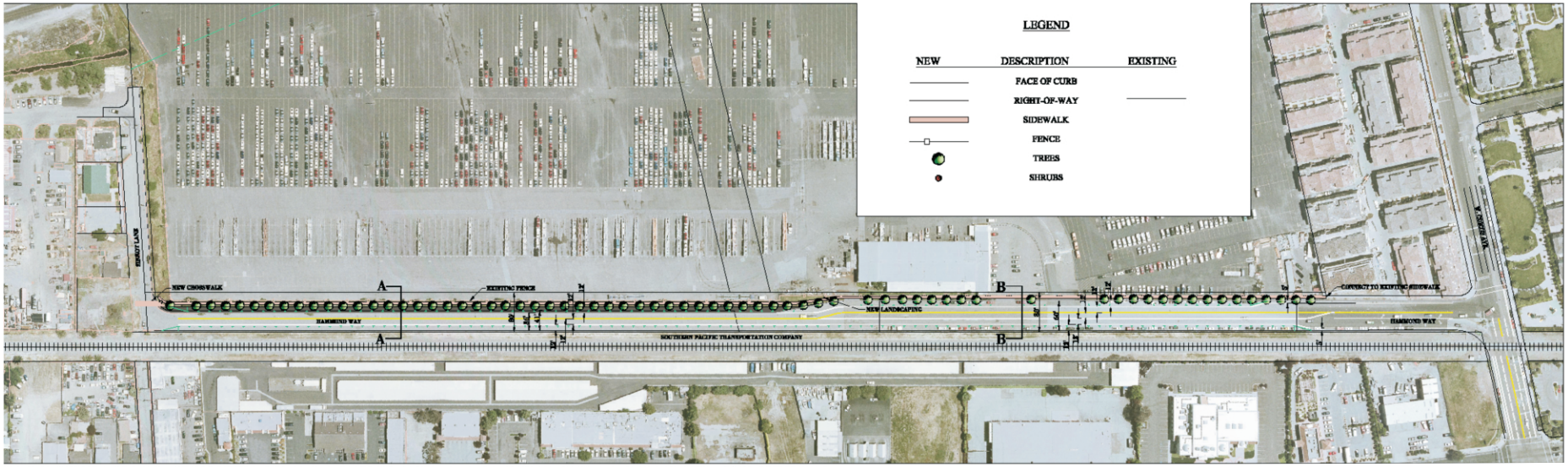

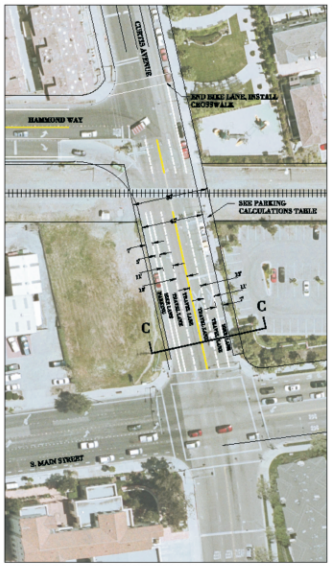

CURTIS AVENUE STRIPING DETAIL

Source: Ruggeri, Jensen, Azar, July 2012.

NORTH

330 160 0 330 Feet

Exhibit 2-7b
Hammond Way Streetscape Improvements

Michael Brandman Associates

23850052 • 11/2012 | 2-7b_hammond_way_streetscape_improv.cdr

2.2.6 - Open Space and Trail Amenities

As part of the project, the applicant would provide open space amenities, including 1.2 acres of land immediately adjacent to Calaveras Boulevard at the north end of the project site for the development of a private park. There is also potential for an area adjacent to the Ford Creek, which may be used for recreation purposes, including a bicycle route to connect Railroad Avenue and Hammond Way. This EIR will evaluate potential impacts associated with developing these potential open space amenities as part of the project.

2.3 - Project Objectives

The objectives of the proposed project are to:

- Promote economic growth through new capital investment, an expanded population base, and payment of development fees.
- Provide new residential opportunities to accommodate forecasted population growth within the City of Milpitas.
- Provide single-family and townhouse product types in one development that would cater to various segments of the community.
- Facilitate the logical and orderly transition of an underutilized light industrial site to higher-and-better residential uses.
- Provide a high-quality residential development project that offers recreational and open space amenities for residents.
- Promote land use compatibility with neighboring light industrial and commercial uses through appropriate site planning measures.

2.4 - Intended Uses of This Draft EIR

This Draft EIR is being prepared by the City of Milpitas to assess the potential environmental impacts that may arise in connection with actions related to implementation of the proposed project. Pursuant to CEQA Guidelines Section 15367, the City of Milpitas is the lead agency for the proposed project and has discretionary authority over the proposed project and project approvals. The Draft EIR is intended to address all public infrastructure improvements and all future development that are within the parameters of the proposed project.

2.4.1 - Discretionary and Ministerial Actions

Discretionary approvals and permits are required by the City of Milpitas for implementation of the proposed project. The project application would require the following discretionary approvals and actions, including:

- General Plan Amendment
- Midtown Specific Plan Amendment
- Zone Change
- Tentative Subdivision Map
- Planned Unit Development
- Site Development Permit
- Conditional Use Permit

Subsequent ministerial actions would be required for the implementation of the proposed project including issuance of demolition, encroachment, grading, and building permits.

2.4.2 - Responsible and Trustee Agencies

A number of other agencies in addition to the City of Milpitas will serve as Responsible and Trustee Agencies, pursuant to CEQA Guidelines Section 15381 and Section 15386, respectively. This Draft EIR will provide environmental information to these agencies and other public agencies, which may be required to grant approvals or coordinate with other agencies, as part of project implementation. These agencies may include but are not limited to the following:

- California Department of Transportation
- California Public Utilities Commission
- San Francisco Bay Regional Water Quality Control Board
- California Department of Fish and Game

Actions that are necessary to implement the project that must be taken by other agencies are:

- Obtain coverage under General Construction Stormwater Permit – State Water Resources Control Board/San Francisco Bay RWQCB. A Storm Water Pollution Prevention Plan must be submitted in order to obtain such coverage.
- Issuance of Encroachment Permits for roadway improvements within facilities under the jurisdiction of the California Department of Transportation (Caltrans).