

4.19

CUMULATIVE IMPACTS



CEQA defines cumulative impacts as “two or more individual effects which, when considered together are considerable,” and suggests that cumulative impacts may “result from individually minor but collectively significant projects taking place over a period of time” (CEQA Guidelines Section 15355). CEQA documents are required to include a discussion of potential cumulative effects *when those effects are significant* and the CEQA Guidelines suggest two possible methods for assessing potential cumulative effects (CEQA Guidelines Section 15130). The first method is a list-based approach, which considers a list of past, present, and reasonably foreseeable future projects producing related or cumulative impacts. The second method is projections-based, and uses a summary of projections contained in an adopted general plan or related planning document that is designed to evaluate regional or area wide conditions. The projections-based method has been used by VTA in evaluating this Project. The plans consulted included the Metropolitan Transportation Commission’s Regional Transportation Plan, Valley Transportation Plan 2030, and the General Plans of the counties and local jurisdictions along the proposed corridor (Alameda County, Santa Clara County, and the cities of Fremont, Milpitas, San Jose, and Santa Clara).

In addition, the following specific projects in the vicinity of stations were also considered in evaluating

cumulative impacts. In the City of Milpitas, near the Montague/Capitol Station, a private developer is proposing to construct 480 apartment units on 8.2 acres bounded by Great Mall Parkway, Abel Street, Main Street, and Penitencia Creek.

At the Berryessa Station in the City of San Jose, the Flea Market, Inc. is proposing to construct up to 2,818 residential units, up to 215,622 square feet of combined commercial/industrial uses on the north side of Berryessa Road, east of Coyote Creek, and up to 152,700 square feet of retail uses on the south side of Berryessa Road, east of Coyote Creek, and north of Mabury Road. Near the Station, USB Realty Investors/The Enterprise Group is proposing to amend the general plan of a 13.64-acre parcel to construct a high-density residential project on the south side of Berryessa Road, west of King Road. Also near the Station, a developer is proposing to construct 380 condos, 25,000 square feet of retail, and a 5,000 square foot restaurant on 17.48 acres at the southeast corner of Berryessa Road and Jackson Avenue.

Near the Alum Rock Station in San Jose, a developer is proposing to construct 284 single-family attached units at the northeast corner of King Road and Las Plumas Avenue. A developer is also proposing to construct approximately 1,365 dwelling units and 250,000 square feet of commercial space at the northeast corner of North King Road and Dobbin Drive.

Near the Diridon/Arena Station in San Jose, the San Jose Redevelopment Agency is proposing to develop an approximately 1.5 million-square foot major league baseball stadium and parking structure with ground floor commercial uses on an approximately 23.1-acre site located between West San Fernando Street and West San Carlos Street, and between Los Gatos Creek and the railroad tracks. A developer is also proposing the construction of up to 969 residential units and up to 5,000 square feet of commercial space on a 21.55-acre site between I-280, Auzerais Avenue, Race Street, and Lincoln Avenue.

South of the Santa Clara Station within the City of San Jose, a developer is proposing to amend the City's General Plan for a 5.13-acre parcel from industrial to residential to construct a high-density residential project on the north side of Campbell Avenue, 2,000 feet northwest of Newhall Street. A developer

is also proposing to amend the general plan of a 7.08-acre parcel from industrial to residential to construct a high-density residential project on the south side of Campbell Avenue, 1,000 feet west of Newhall Street. Another developer is proposing to amend the City's General Plan for a 10.2-acre parcel from industrial to residential to construct a high-density residential project on the northwest corner of Newhall Street and Campbell Avenue.

The FEIR previously addressed cumulative impacts. This SEIR updates cumulative impacts in Sections 4.1 through 4.18 as required. Most notable is Section 4.2 Transportation and Transit, that has been reevaluated based on a new forecast year of 2030, new modeling, updated demographic, and land use data and other assumptions. New significant unavoidable traffic impacts have been identified at a number of intersections based cumulative traffic conditions.