

6.11 Land Use

6.11.1 Introduction

This section discusses existing conditions and the regulatory setting regarding land use and describes impacts under CEQA that would result from construction and operation of the CEQA Alternatives.

A range of land uses exist along the alignment including residential, commercial, retail, institutional, and industrial uses. There are no agricultural land uses on the BART Extension or transit-oriented joint development (TOJD) sites. Figures 6.11-1 through 6.11-9 show existing land uses at the stations, BART Extension, and TOJD sites. Refer to Chapter 4, Section 4.11.2, *Environmental and Regulatory Setting*, for more detail regarding the types of existing land uses within the study area, and Chapter 5, *NEPA Alternatives Analysis of Construction*, for a summary of land uses adjacent to the construction staging areas (CSAs).

6.11.2 Regulatory Setting

Relevant land use goals and policies from regional agencies and the Cities of San Jose and Santa Clara are described by jurisdiction below. The following regional and local regulations are relevant to the Bart Extension.

6.11.2.1 Regional Plans and Policies

Santa Clara Valley Transportation Authority

Valley Transportation Plan

As the Congestion Management Agency for Santa Clara County, VTA developed *Valley Transportation Plan 2040* (VTP 2040), a countywide transportation plan that includes policies and programs for roadways, transit, Intelligent Transportation Systems, bicycle and pedestrian facilities, and land use (Santa Clara Valley Transportation Authority 2009). The goal of VTP 2040 is to “provide transportation facilities and services that support and enhance the county’s continued success by fostering a high quality of life for Santa Clara County’s residents and continued health of Santa Clara County’s economy.” VTP 2040 builds upon VTP 2035 and highlights the projects and programs that will be pursued in partnership with member agencies in the next 25 years.



Legend

- Transit-Oriented Joint Development
- Parking Lot
- System Facilities
- Underground Station

*San Jose General Plan
Land Use Designations*

- Urban Village
- Residential Neighborhood
- Neighborhood / Community Commercial
- Public / Quasi-Public
- Mixed Use Neighborhood
- Open Space, Parklands and Habitat
- Light Industrial



Source: Circlepoint; Google Earth, 2015.

Graphics: 00332213 (6-9-2016) tm

Figure 6.11-1
San Jose General Plan Land Use Designations – Alum Rock/28th Street Station
 VTA's BART Silicon Valley–Phase II Extension Project



Legend

 Transit-Oriented Joint Development

*San Jose General Plan
Land Use Designations*

-  Urban Village
-  Residential Neighborhood
-  Neighborhood / Community Commercial
-  Public / Quasi-Public
-  Mixed Use Neighborhood
-  Urban Residential
-  Open Space, Parklands and Habitat
-  Downtown

Graphics ... 0033213 (6-9-2016).tm

Source: Circlepoint; Google Earth, 2015.



Figure 6.11-2
San Jose General Plan Land Use Designations – 13th Street Ventilation Facility
 VTA's BART Silicon Valley–Phase II Extension Project



Legend

-  Transit-Oriented Joint Development
-  Underground Station
-  System Facilities

*San Jose General Plan
Land Use Designations*

-  Urban Village
-  Urban Residential
-  Residential Neighborhood
-  Neighborhood / Community Commercial
-  Public / Quasi-Public
-  Mixed Use Commercial
-  Transit Residential
-  Open Space, Parklands and Habitat
-  Downtown

Graphics ... 0033213 (6-9-2016).tm

Source: Circlepoint; Google Earth, 2015.



Figure 6.11-3
San Jose General Plan Land Use Designations – Downtown San Jose Station East Option
 VTA's BART Silicon Valley–Phase II Extension Project



Legend

-  Transit-Oriented Joint Development
-  System Facilities
-  Underground Station

*San Jose General Plan
Land Use Designations*

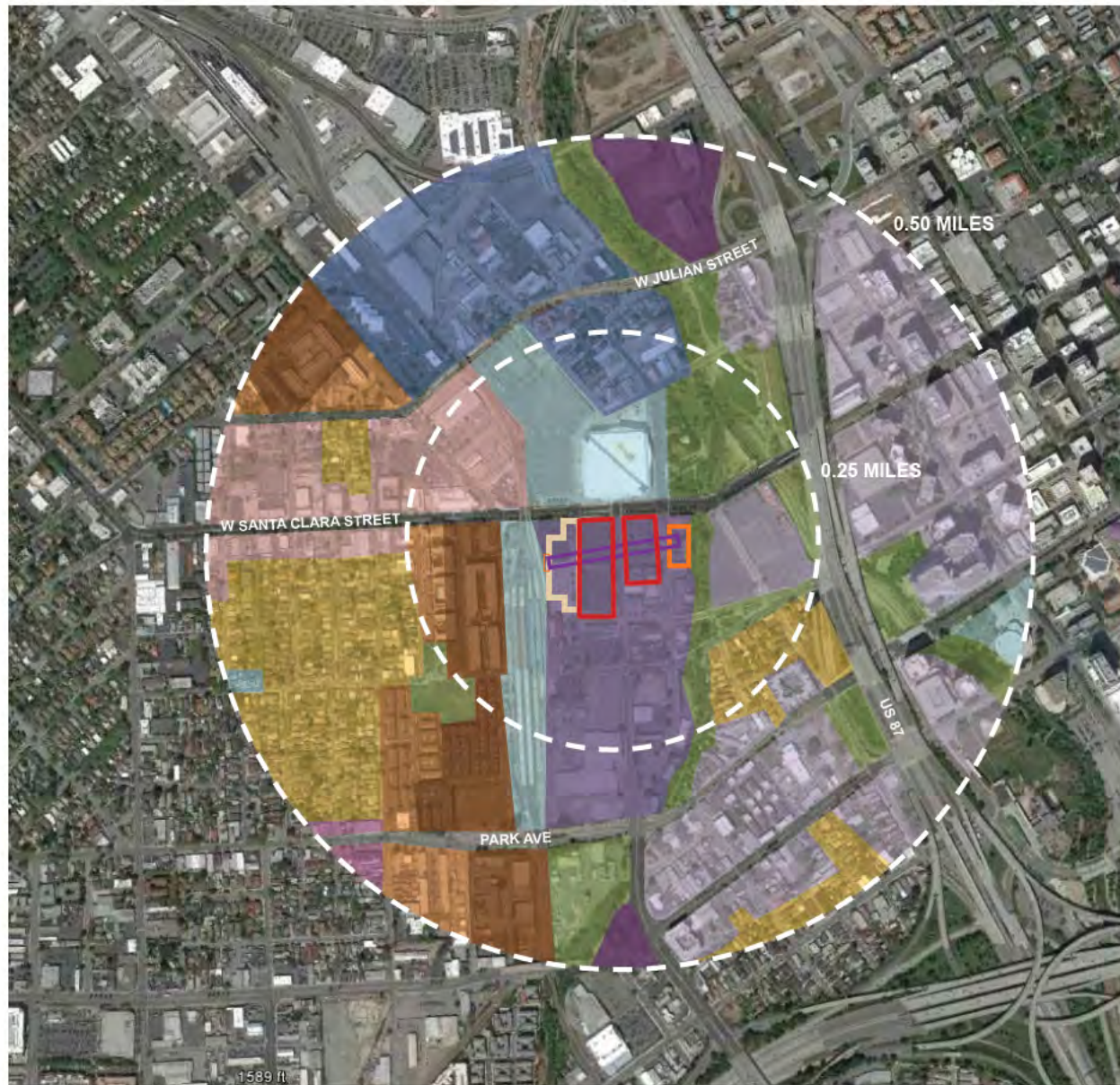
-  Urban Village
-  Urban Residential
-  Residential Neighborhood
-  Neighborhood / Community Commercial
-  Public / Quasi-Public
-  Mixed Use Commercial
-  Transit Residential
-  Open Space, Parklands and Habitat
-  Downtown



Graphics ... 00332213 (6-9-2016) tm

Source: Circlepoint; Google Earth, 2015.

Figure 6.11-4
San Jose General Plan Land Use Designations – Downtown San Jose Station West Option
 VTA's BART Silicon Valley–Phase II Extension Project



Legend

- Transit-Oriented Joint Development / Public Facilities
- Underground Station
- System Facilities
- At Grade Station / Bus Transit Center

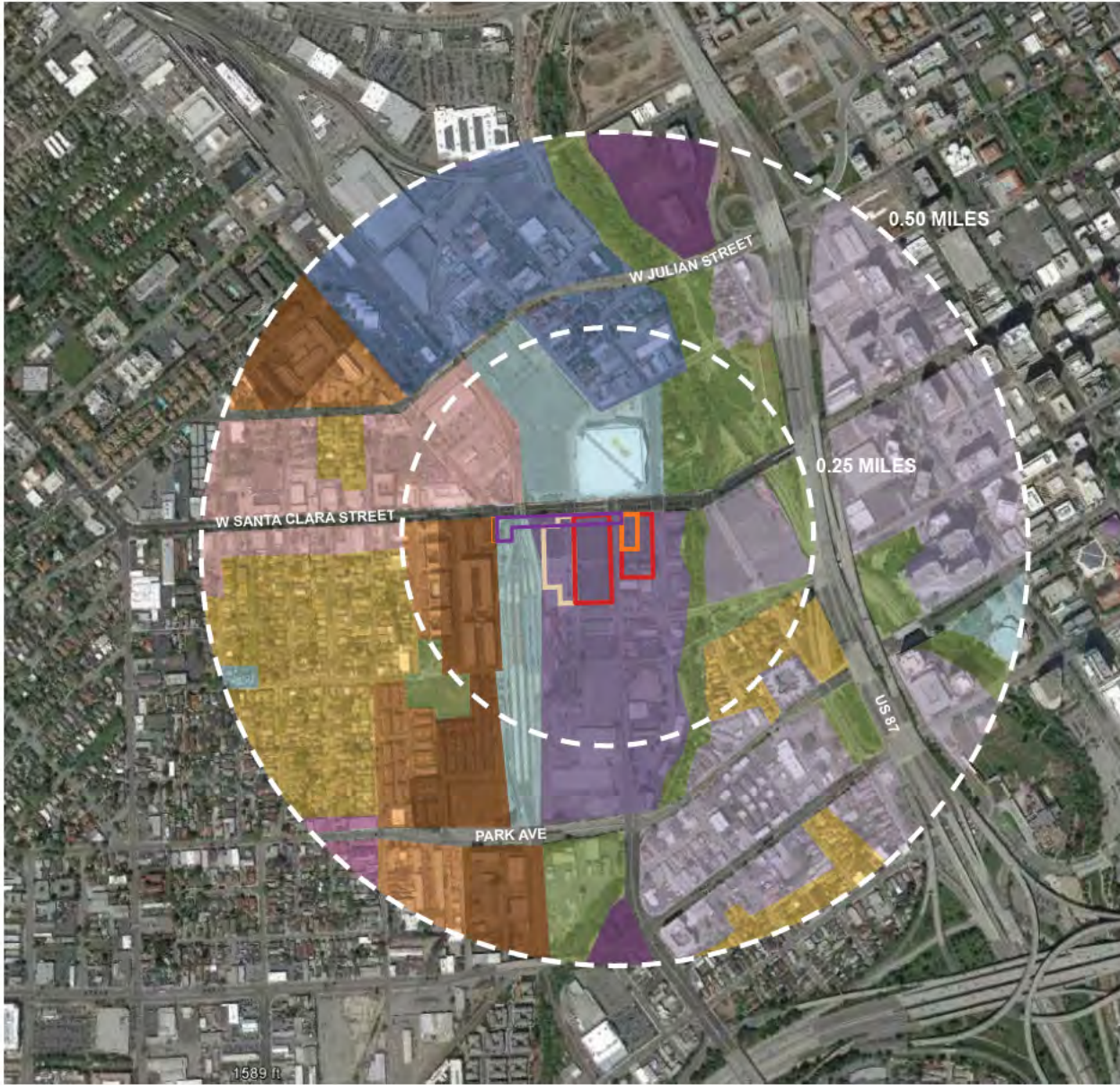
- Urban Village
- Residential Neighborhood
- Neighborhood / Community Commercial
- Public / Quasi-Public
- Transit Employment Center
- Mixed Use Neighborhood
- Urban Residential
- Transit Residential
- Open Space, Parklands and Habitat
- Downtown
- Commercial Downtown
- Combined Industrial / Commercial



Graphics ... 00332213 (6-9-2016) tm

Source: Circlepoint; Google Earth, 2015.

Figure 6.11-5
San Jose General Plan Land Use Designations – Diridon Station South Option
 VTA's BART Silicon Valley–Phase II Extension Project



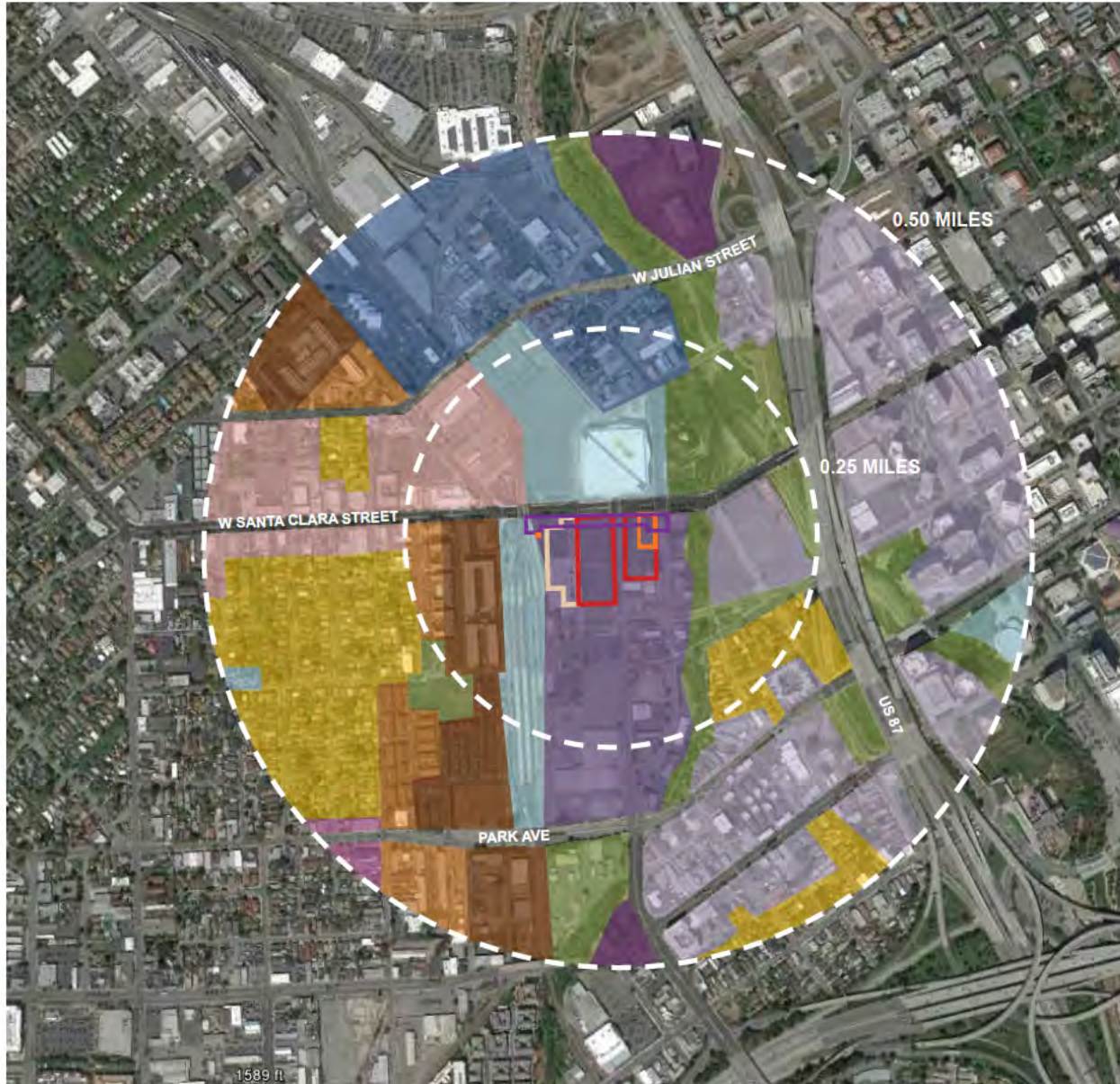
- Legend**
- Transit-Oriented Joint Development/Public Facilities
 - Underground Station
 - System Facilities
 - At Grade Station / Bus Transit Center
-
- Urban Village
 - Residential Neighborhood
 - Neighborhood / Community Commercial
 - Public / Quasi-Public
 - Transit Employment Center
 - Mixed Use Neighborhood
 - Urban Residential
 - Transit Residential
 - Open Space, Parklands and Habitat
 - Downtown
 - Commercial Downtown
 - Combined Industrial / Commercial



Source: Circlepoint; Google Earth, 2015.

Graphics ... 00332213 (6-9-2016).tm

Figure 6.11-6
San Jose General Plan Land Use Designations – Diridon Station North, Single-Bore Option
 VTA's BART Silicon Valley–Phase II Extension Project



Source: Circlepoint; Google Earth, 2015.

Legend

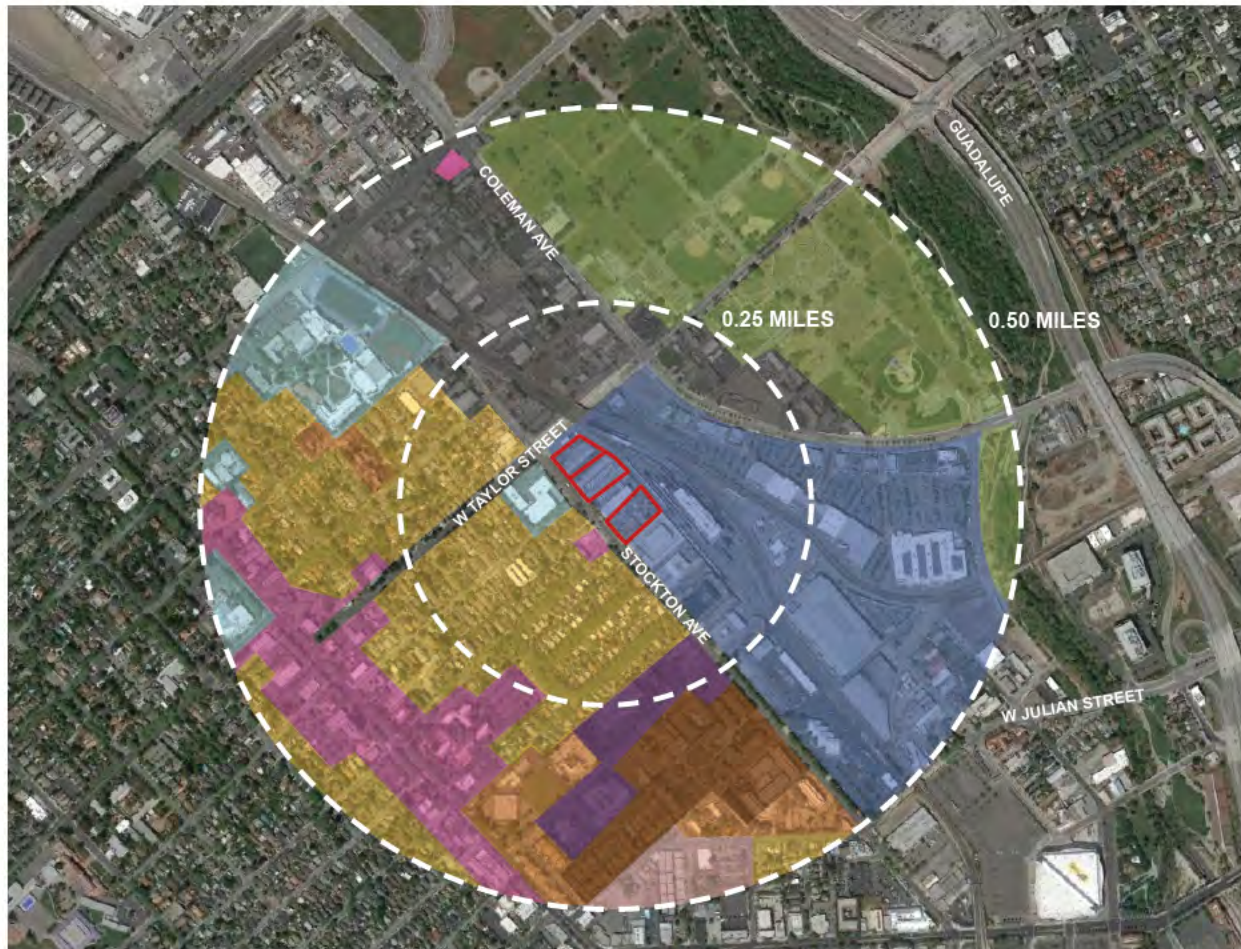
- Transit-Oriented Joint Development/Public Facilities
- Underground Station
- System Facilities
- At Grade Station / Bus Transit Center

- Urban Village
- Residential Neighborhood
- Neighborhood / Community Commercial
- Public / Quasi-Public
- Transit Employment Center
- Mixed Use Neighborhood
- Urban Residential
- Transit Residential
- Open Space, Parklands and Habitat
- Downtown
- Commercial Downtown
- Combined Industrial / Commercial



Graphics ... 00332.13 (6-9-2016).tcm

Figure 6.11-7
San Jose General Plan Land Use Designations – Diridon Station North, Twin-Bore Option
 VTA's BART Silicon Valley–Phase II Extension Project



Legend

 Transit-Oriented Joint Development

*San Jose General Plan
Land Use Designations*

-  Residential Neighborhood
-  Public / Quasi-Public
-  Open Space, Parklands and Habitat
-  Combined Industrial / Commercial
-  Light Industrial
-  Mixed Use Neighborhood
-  Transit Employment Center
-  Neighborhood / Community Commercial
-  Urban Village
-  Transit Residential

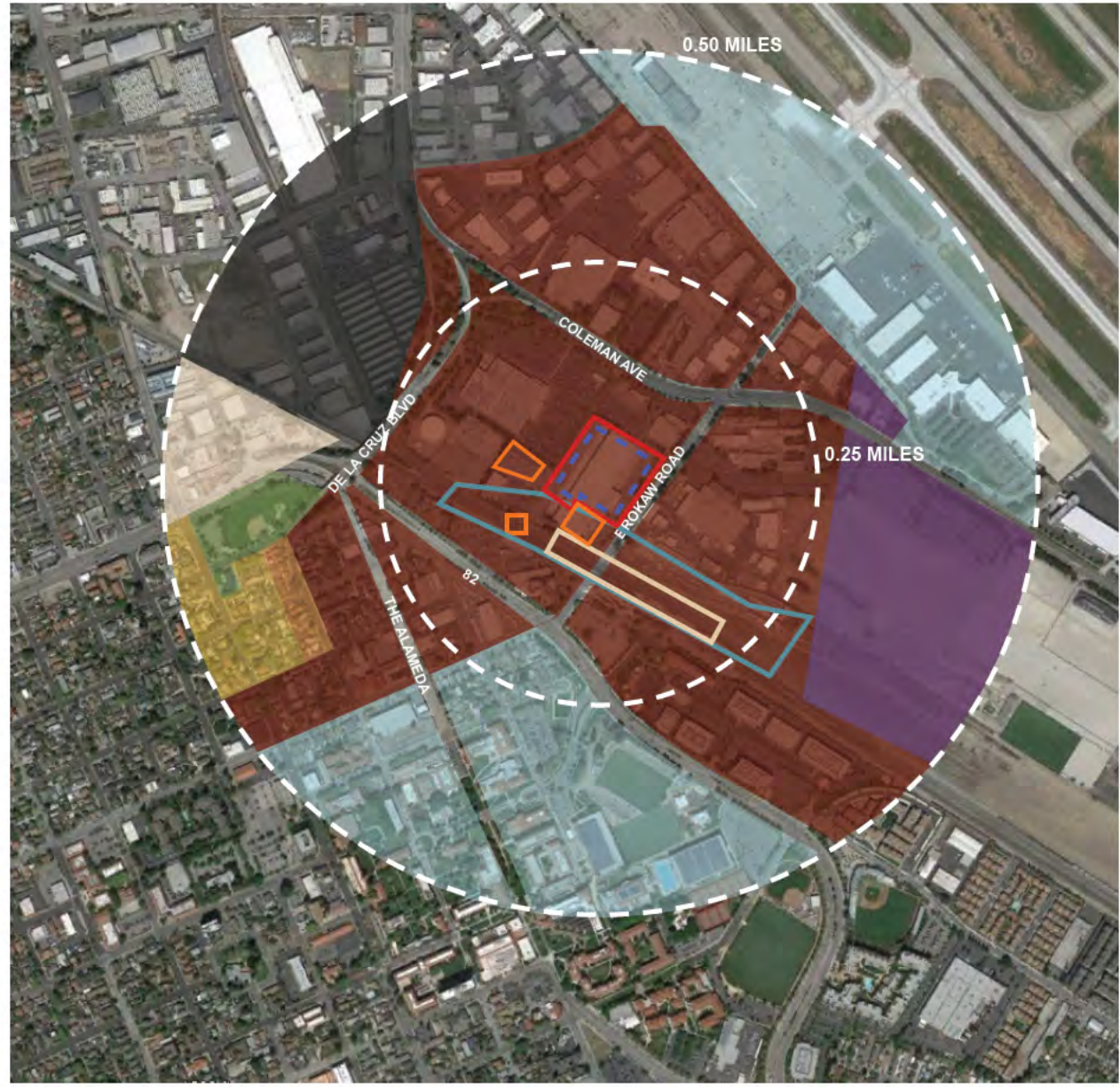
Graphics ... 0033213 (6-9-2016) tm

Source: Circlepoint; Google Earth, 2015.



Figure 6.11-8
San Jose General Plan Land Use Designations – Stockton Avenue Ventilation Facility
 VTA's BART Silicon Valley–Phase II Extension Project

Graphics ... 0033213 (6-9-2016).tm



Source: Circlepoint; Google Earth, 2015.

Legend

- Transit-Oriented Joint Development
- Parking Lot
- System Facilities
- At-Grade Station / Bus Transit Center
- Maintenance Facility with Vehicle Storage

*Santa Clara General Plan
Land Use Designations*

- Residential Neighborhood
- Public / Quasi-Public
- Open Space, Parklands and Habitat
- Combined Industrial / Commercial
- Santa Clara Caltrain Station
- Light Industrial
- Heavy Industrial
- Mixed Use Commercial
- Mixed Use Neighborhood



Figure 6.11-9
Santa Clara General Plan Land Use Designations – Santa Clara Station
 VTA's BART Silicon Valley–Phase II Extension Project

Community Design and Transportation Program

VTA's Community Design and Transportation Program, approved by the VTA Board of Directors in 2002, emphasizes a series of best practice principles that, when implemented concurrently, help establish community character and identity and encourage residents and workers to walk, bike, and use transit. The program contains the following relevant principles.

- Target growth to cores, corridors, and station areas.
- Intensify land use and activities.
- Provide a mix of uses.
- Focus on existing areas.
- Create a multimodal transportation system.
- Design for pedestrians.
- Manage parking.
- Integrate transit.

Metropolitan Transportation Commission

Transportation 2035 Plan for the San Francisco Bay Area

The Metropolitan Transportation Commission (MTC) is the agency responsible for planning, coordinating, and financing transportation in the nine-county San Francisco Bay Area. MTC is responsible for developing a program of projects for the regional transportation plan, a master strategy for rail and bus transit expansion in the Bay Area.

The *Transportation 2035 Plan for the San Francisco Bay Area (Transportation 2035 Plan)* was adopted in April 2009 and specifies how \$218 billion in anticipated federal, state, and local transportation funds will be spent in the Bay Area over 25 years. The BART Extension from Fremont to San Jose and Santa Clara is included as a major project within the *Transportation 2035 Plan* (Metropolitan Transportation Commission 2009).

Plan Bay Area (2013–2040)

Plan Bay Area reinforces land use and transportation integration pursuant to the Sustainable Communities and Climate Protection Act of 2008, also known as Senate Bill 375, and presents a vision of what the Bay Area's land use patterns and transportation networks might look like in 2040. Senate Bill 375 supports the state's climate action goals to reduce greenhouse gas emissions through coordinated transportation and land use planning with the goal of more sustainable communities. *Plan Bay Area's* proposed transportation investments and programs are designed to support the land use pattern, which is located and planned in a manner to use the transportation system (Association of Bay Area Governments and Metropolitan Transportation Commission 2013).

Plan Bay Area serves as the 2040 Regional Transportation Plan for the Bay Area region as well as the region's Sustainable Communities Strategy as required under Senate Bill 375. The Sustainable Communities Strategy is by definition the combined land use and transportation plan. *Plan Bay Area* represents a transportation and land use blueprint of how the Bay Area addresses its transportation mobility and accessibility needs, land development, and greenhouse gas emissions reduction requirements through the year 2040. *Plan Bay Area* presents its purpose and goals, tracks trends and evaluates project performance, details financial assumptions and expenditures, profiles key investments, and sets forth actions that the region would advocate and pursue over the next several years. The BART Extension to San Jose and Santa Clara is included as a major project within *Plan Bay Area*.

Resolution 3434

MTC's Planning and Operations Committee adopted Resolution No. 3434, detailing a list of priority projects and funding agreements, in 2001. Resolution 3434 identifies nine rail extensions, significant service expansions to existing rail lines, a comprehensive regional express bus program, new ferry service, and eight enhancement programs to existing rail and bus corridors. Extending BART to San Jose is identified in Resolution 3434 as a priority project (Metropolitan Transportation Commission 2001). Resolution 3434's Transit-Oriented Development (TOD) Policy addresses multiple goals: improving the cost-effectiveness of regional investments in new transit expansions, easing the Bay Area's chronic housing shortage, creating vibrant new communities, and helping preserve regional open space. The policy ensures that transportation agencies, local jurisdictions, and members of the public and the private sector work together to create development patterns that are more supportive of transit.

There are three key elements of the regional TOD Policy.

- Corridor-level thresholds to quantify appropriate minimum levels of development around transit stations along new corridors.
- Local station area plans that address future land use changes, station access needs, circulation improvements, pedestrian-friendly design, and other key features in a TOD.
- Corridor working groups that bring together congestion management agencies, city and county planning staff, transit agencies, and other key stakeholders to define expectations, timelines, and roles and responsibilities for key stages of the transit project development process.

2008 Strategic Plan

MTC's *2008 Strategic Plan* identifies \$222 million to speed project delivery and closes the funding shortfall on two Resolution 3434 projects (Metropolitan Transportation Commission 2008). The purpose of the *2008 Strategic Plan* is to provide a framework for successful program and project delivery by initially addressing (1) escalating project costs;

(2) near-term funding requests; and (3) the development of the financially constrained element of the *Transportation 2035 Plan*.

The *2008 Strategic Plan* action items include: (1) place projects into four categories to address specific program and project challenges; (2) continue to monitor project progress and milestones; (3) provide advocacy support; (4) take specific programming actions to deliver otherwise ready-to-go projects; and (5) endorse one additional regional Small Starts project.

Transportation for Livable Communities Program

The Transportation for Livable Communities Program, initiated by MTC in 2004 and updated in 2010, is a funding incentive program that promotes densification and concentrated development around transit nodes. The Transportation for Livable Communities Program encourages redevelopment efforts that add housing and economic vitality to older business and community centers throughout the Bay Area (Metropolitan Transportation Commission 2004). The program supports projects that:

- encourage pedestrian, transit, and bicycle trips.
- provide for compact development of housing and downtowns and regional activity centers.
- are part of a community's development or redevelopment activities.
- enhance a community's mobility, identity, and quality of life.

San Francisco Bay Area Rapid Transit District

BART Strategic Plan

The *BART Strategic Plan* adopted in October 2008 focuses on the role of BART in the Bay Area with an emphasis on sustainability. The following BART policy goals regarding system expansion are relevant to the BART Extension (Bay Area Rapid Transit 2008).

- Enhance regional mobility, especially access to jobs.
- Demonstrate a commitment to transit-supportive growth and development.
- Develop projects in partnership with communities that will be served.

Station area planning goals:

- Foster compact transit-oriented and transit-serving mixed-use development of BART properties, maximize transit ridership, and balance development goals with community desires.
- Promote transit ridership and enhance quality of life by encouraging and supporting transit-oriented development within walking distance of BART stations and along transit corridors that serve BART stations.

- Advance transit-supportive land use policies at the local, regional, state, and federal levels.

Relevant goals related to sustainability:

- Promote sustainable, transit-oriented development in the communities BART serves to maximize the use of BART as the primary mode of transportation.
- Enhance the use of resource-efficient and environmentally friendly access modes (e.g., bikes, walking), and other sustainable features at BART's new and existing stations.
- Integrate sustainability principles and practices including multimodal access into the planning, design, and construction of new BART stations and related facilities.

Transit-oriented development policy goals:

- Increase transit ridership and enhance quality of life at and around BART stations by encouraging and supporting high quality transit-oriented development within walking distance of BART stations.
- Increase transit-oriented development projects on and off BART property through creative planning and development partnerships with local communities.

BART System Expansion Policy

The BART System Expansion Policy was adopted in December 1999 and states goals and strategies for expanding the system, including criteria for evaluating expansion opportunities. The following goals are relevant to the BART Extension (Bay Area Rapid Transit 1999).

- Enhance regional mobility, especially access to jobs.
- Demonstrate a commitment to transit-supportive growth and development.
- Develop projects in partnership with communities that will be served.
- Assure that all projects address the needs of the District's residents.

Santa Clara Valley Habitat Conservation Plan

The Santa Clara Valley Habitat Conservation Plan (SCVHP) is a comprehensive, multi-jurisdictional plan that provides for regional habitat and species conservation at an ecosystem scale while allowing local land-use authorities to better manage anticipated growth and development.

6.11.2.2 Local Plans and Policies

City of San Jose

Envision San Jose 2040 General Plan

The *Envision San Jose 2040 General Plan* (SJGP) represents the City's assessment of the amount, type, and phasing of development needed to achieve the City's social, economic,

and environmental goals (City of San Jose 2011b). The SJGP is designed to be the policy framework for decision-making on both private development projects and City capital expenditures as San Jose's population continues to expand. Since 2011, the City has amended the SJGP, particularly for areas around some of the station sites, to allow higher densities and mixed-use development supportive of transit.

The following SJGP policies are relevant to the BART Extension.

Transportation Policies

TR-1.1 Accommodate and encourage use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and vehicle miles traveled (VMT).

TR-1.2 Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects.

TR-1.3 Increase substantially the proportion of commute travel using modes other than the single-occupant vehicle.

TR-3.3 As part of the development review process, require that new development along existing and planned transit facilities consist of land use, development types, and intensities that contribute toward transit ridership. In addition, require that new development be designed to accommodate and provide direct access to transit facilities.

TR-3.4 Maintain and improve access to transit stops and stations for mobility-challenged population groups such as youth, the disabled, and seniors.

TR-3.5 Work with the Valley Transportation Authority (VTA) and other public transit providers to increase transit frequency and service along major corridors and to major destinations like Downtown and North San Jose.

TR-3.7 Regularly collaborate with BART to coordinate planning efforts for the proposed BART extension to San José/Santa Clara with appropriate land use designations and transportation connections.

TR-4.1 Support the development of amenities, land use, development types, and intensities that increase daily ridership on the VTA, BART, Caltrain, ACE, and Amtrak California systems and provide positive fiscal, economic, and environmental benefits to the community.

TR-8.1 Promote transit-oriented development with reduced parking requirements and promote amenities around appropriate transit hubs and stations to facilitate the use of available transit services.

Land Use Policies

LU-1.1 Encourage walking. Create safe, attractive, and accessible pedestrian connections between developments and to adjacent public streets to minimize vehicular miles traveled.

LU-1.2 Create safe, attractive, and accessible pedestrian connections between developments and to adjacent public streets to minimize vehicular miles traveled.

LU-1.6 Locate employee-intensive commercial and industrial uses within walking distance of transit stops. Encourage public transit providers to provide or increase services to areas with high concentrations of residents, workers, or visitors.

LU-5.1 In order to create complete communities, promote new commercial uses and revitalize existing commercial areas in locations that provide safe and convenient multi-modal access to a full range of goods and services.

LU-6.1 Prohibit conversion of lands designated for light and heavy industrial uses to non-industrial uses. Prohibit lands designated for industrial uses and mixed industrial commercial uses to be converted to non-employment uses. Lands that have been acquired by the City for public parks, public trails, or public open space may be re-designated from industrial or mixed-industrial lands to non-employment uses. Within the Five Wounds BART Station and 24th Street Neighborhood Urban Village areas, phased land use changes, tied to the completion of the planned BART station, may include the conversion of lands designated for Light Industrial, Heavy Industrial or other employment uses to non-employment use provided that the Urban Village areas maintain capacity for the overall total number of existing and planned jobs.

LU-9.1 Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between new development, its adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas. Consistent with Transportation Policy TR-2.11, prohibit the development of new cul-de-sacs, unless it is the only feasible means of providing access to a property or properties, or gated communities, that do not provide through- and publicly-accessible bicycle and pedestrian connections.

The SJGP establishes the Urban Villages concept to create a policy framework to direct most new job and housing growth to occur within walkable and bike-friendly Urban Villages that have good access to transit and other existing infrastructure and facilities. Although each Urban Village identified within the SJGP is intended to develop within a unique context, they can be divided into four general categories: Regional Transit Urban Villages, San Jose Transit Urban Villages, Commercial Center Urban Villages, and Neighborhood Urban Villages. The SJGP encourages new job growth at each of the Regional Transit Urban Villages within San Jose. Each village is planned with access to major transit facilities to help support regional commuting, maximize utilization of the Caltrain and BART systems, and foster the City's growth as a regional job center. Transit and Commercial Center Urban

Villages and Corridors include vacant or underutilized lands near an existing or planned light rail or bus rapid transit facility.

Urban Village Plans: Five Wounds and Roosevelt Park

The development of Urban Villages is one of the major strategies embodied within the SJGP. Urban villages are walkable, bicycle-friendly, transit-oriented, mixed-use settings that provide both housing and jobs, thus supporting the SJGP's environmental goals. The Five Wounds and Roosevelt Park Urban Village Plans (City of San Jose 2013a, 2013b) both encompass the alignment and are part of the first group of urban village plans prepared by the City of San Jose and the community to further the Urban Village strategy of the SJGP. Policies contained within these plans related to the BART Extension are listed below.

Five Wounds Urban Village Plan Land Use Policies

Land Use 1. Create a high-density, mixed-use Urban Village that is pedestrian focused and enhances the quality of life for residents in surrounding communities.

Land Use 4. A significant public plaza should be included at the location of the planned Alum Rock BART station.

Land Use 17. Integrate active uses into the planned BART parking structure along the ground floor facades and above parking levels.

Build Height 1. New development within the Five Wounds Urban Village shall be consistent with the maximum height limits as shown in the Five Wounds Village Height Diagram.

Architecture 1. The design of new development in the Five Wounds Village should be of a high standard and should contribute to the positive image and vitality of the corridor.

Architecture 11. Apply architectural details to any above ground BART parking structure so it does not appear to be a parking garage. Also encourage active uses to wrap a parking structure.

Streetscape 4. As a part of the BART station project, work with the Valley Transportation Authority (VTA) to identify opportunities to develop identified streetscape amenities within the BART Station Area and plaza.

Public Art 4. Encourage and nurture the development of an Arts District within the Five Wounds Urban Village preferably between the Town Square and the Five Wounds Church (as envisioned in the BART Station Community Concept Plan).

Pedestrian Facilities 8. As a part of the street improvements for the BART project in the Five Wounds Village, provide enhanced pedestrian access at the main pedestrian BART entrance on N. 28th Street. This could include enhanced crosswalks with special paving and a pedestrian refuge and landscaped median in the center of N 28th Street.

Parking 2. In the BART Station area, provide parking in multi-story parking garages and not in surface parking lots.

Urban Plaza 2. In the development of a large urban plaza at the future Alum Rock BART Station, consider and incorporate, where feasible, the concepts and design recommendations of the Five Wounds/Brookwood Terrace BART Station Area Community Concept Plan.

Urban Plaza 3. In the development of a large urban plaza at the future Alum Rock BART Station, incorporate small landscaped areas within larger hardscape areas, and plant shade trees in locations that do not obscure views into the plaza.

Roosevelt Park Urban Village Plan Land Use Policies

Land Use 8. Create a high-density mixed-use Urban Village that is pedestrian focused and enhances the quality of life for residents in surrounding communities.

Street Frontage 1. Provide a comfortable and visually engaging pedestrian environment through the creation of an inviting pedestrian-oriented building street frontage.

Streetscape 1. Develop streetscape amenities along Santa Clara Street that contribute to the positive image of the corridor, support its businesses, and create an attractive and comfortable pedestrian and shopping environment.

Diridon Station Area Plan: Preferred Plan Final Draft Report 2013

The *Diridon Station Area Plan* provides an overview of the future development of the Diridon Station area. The plan is intended to integrate open space, transportation, and land uses to create an expansion of downtown San Jose (City of San Jose 2014). One of the primary objectives of the plan is to establish a land use plan and policy framework that will guide future development and redevelopment toward land uses that support transit ridership and economic development. The report analyzes expansion of the existing Diridon Station and the development of land uses within the 250-acre boundary surrounding the station. The general design guidelines are intended to become the basis for San Jose to establish regulations, implementation strategies, and detailed design guidelines to encourage appropriate TOD within the region. A variety of stakeholders were consulted to contribute to the creation of the plan, including individuals, businesses, agencies, institutions, and many private and public entities.

Diridon/Arena Strategic Development Plan

The San Jose Redevelopment Agency and VTA prepared the *Diridon/Arena Strategic Development Plan* for the Diridon Caltrain Station area (City of San Jose 2003). Recognizing the area as a critical hub for regional transportation, the plan addresses the inter-modal connectivity of the various modes of transport, land uses, access, and circulation. The plan identifies preferred strategies for the development of the area surrounding Diridon Caltrain Station, roughly from State Route 87 to Stockton Avenue and from Park Avenue to Cinnabar

Street. The plan promotes the development and expansion of downtown San Jose by creating an integrated Diridon transportation hub, encouraging transit ridership, providing an appropriate level of parking, protecting adjacent neighborhoods from negative impacts, and creating new public amenities for residents and workers in the area. The plan identifies six broad categories of development for the Diridon/Arena area: commercial, mixed-use, incremental infill, transportation, office, and parking.

Midtown Specific Plan

San Jose prepared the *Midtown Specific Plan* to guide the conversion of older industrial uses to high-density residential, commercial, and industrial uses, and to open space (City of San Jose 2002a). The plan identifies densities and implementation policies supportive of transit.

Strong Neighborhoods Initiative

As part of San Jose's Strong Neighborhoods Initiative, several local plans have been prepared for neighborhoods. Along the alignment within San Jose, the plans are the *Five Wounds/Brookwood Terrace Neighborhood Improvement Plan*, the *Thirteenth Street Neighborhood Improvement Plan*, the *University Neighborhoods Revitalization Plan Update*, the *Market-Almaden Neighborhood Improvement Plan*, the *Delmas Park Neighborhood Improvement Plan*, and the *Burbank/Del Monte Neighborhood Improvement Plan*.

The *Five Wounds/Brookwood Terrace Neighborhood Improvement Plan* (City of San Jose 2002b) recommends the construction of a linear park and town square located generally along the railroad right-of-way alignment near Five Wounds Church and industrial uses along 28th Street. The linear park would strengthen pedestrian and visual connections between Santa Clara Street, the town square, and Julian Street. The proposed linear park would offer flexibility for future accommodation of station entrances and a ventilation facility associated with an underground BART station. The plan also recognizes the importance of BART parking, although it recommends that any parking structure minimize disruption to walking and neighborhood livability.

The *Thirteenth Street Neighborhood Improvement Plan* (City of San Jose 2002c) supports the SJGP's designation of Santa Clara Street as a TOD Corridor allowing for high-intensity new residential development with ground-floor retail. Such high-density residential development would add new housing to the downtown neighborhoods compatible with public transit investments such as the BART Extension and VTA's Downtown East Valley Project.

The *University Neighborhoods Revitalization Plan Update* (City of San Jose 2002d) identifies seven vacant and/or underutilized properties as candidates for new development. Two of the identified sites are on or adjacent to the alignment and are listed below.

- 42 South 6th Street
- Santa Clara Street between 15th and 16th Street

Recognizing the proximity of the community to the alignment and the Downtown East Valley Project, the plan encourages the development of high-density or mixed-use projects on most of these properties.

The *Market-Almaden Neighborhood Improvement Plan* (City of San Jose 2002e) encourages mixed-use development on Market Street with an emphasis on retail, commercial, and institutional uses on lower levels and high-density residential use on upper levels.

The *Delmas Park Neighborhood Improvement Plan* (City of San Jose 2002f) envisions a neighborhood that will become, over time, more pedestrian and transit-oriented, with community-focused commercial corridors and well-lit, tree-lined streets. Existing residential areas are to be preserved and enhanced through implementation of the plan.

The *Burbank/Del Monte Neighborhood Improvement Plan* (City of San Jose 2002g) recommends the reconfiguration and consolidation of parking lots in the community to encourage mixed-use development for ground-level commercial frontage and upper-level office and residential use consistent with the character of TOD Corridors.

City of Santa Clara

City of Santa Clara 2010–2035 General Plan

The *Santa Clara 2010–2035 General Plan* (SCGP), adopted in 2010, sets forth a framework of principles, standards, policies, and programs to guide future land use decisions. The primary objective of the City of Santa Clara is to create a desirable environment for living, working, and recreation. The following policies are from the Land Use and Transportation Elements of the SCGP (City of Santa Clara 2010).

General Land Use Policies

5.3.1-G1. Reduced dependence on the single-occupant automobile.

5.3.1-G3. Development that minimizes vehicle miles traveled, capitalizes on public investment in transit and infrastructure, and is compatible with surrounding uses.

5.3.1-P7. Work with state and regional agencies to ensure that their plans and projects are consistent with the City's General Plan.

5.3.1-P15. Require new developments and major public infrastructure projects to include adequate rights-of-way to accommodate all modes of transportation.

General Mobility and Transportation Policies

5.8.1-G1. Transportation networks that support the General Plan Major Strategies as well as the Goals and Policies for Prerequisites, Land Use, Focus Areas, Neighborhood Compatibility, Public Services and Environmental Quality.

5.8.1-G2. Transportation networks that provide a safe, efficient, convenient and integrated system to move people and goods.

5.8.1-G3. Transportation networks that promote a reduction in the use of personal vehicles and vehicle miles traveled.

5.8.1-P1. Create accessible transportation network systems to meet the needs of all segments of the population, including youth, seniors, persons with disabilities, and low-income households.

5.8.1-P4. Expand transportation options and improve alternate modes that reduce greenhouse gas emissions.

Transit Network Policies

5.8.3-G1. Transit services that are accessible to all segments of the City's population.

5.8.3-G2. A transit network that supports a reduction in automobile dependence for residents, employees, and visitors.

5.8.3-P1. Support a coordinated regional transit system that circles the South Bay and the Peninsula, including existing and planned Bay Area Rapid Transit, Amtrak, Altamont Commuter Express, Caltrain, Valley Transportation Authority, and High Speed Rail facilities.

5.8.3-P6. Encourage additional multimodal transit centers and stops in order to provide convenient access to commuter rail, buses, and shuttle and taxi services.

5.8.3-P7. Provide transit stops at safe, efficient, and convenient locations to maximize ridership, including near employment centers, higher-density residential developments, and downtown.

Included in the SCGP are goals and policies related to specific focus areas. One such focus area is the Santa Clara Station area, a 244-acre portion of land containing the Santa Clara Caltrain Station. The station is planned to be a major transit hub for the Bay Area and support major strategies to promote sustainability and economic vitality. Plans include new service from the BART Extension.

Santa Clara Station Area Plan

Funded by MTC, VTA, and the Cities of Santa Clara and San Jose, the *Santa Clara Station Area Plan* has been incorporated into the SCGP as the Santa Clara Station Focus Area and guides the future development of the Santa Clara Transit Center and surrounding area (City of San Jose and Santa Clara 2007). With a planning horizon to 2030, the plan articulates a vision and policies for the future development of the Santa Clara Station Area, providing guidance for changes as appropriate to the general plans and the zoning ordinances of the two cities.

6.11.3 CEQA Methods of Analysis

As a special district, VTA's transportation facilities are exempt from local land use regulations (Government Code sections 53090 and 53901). Although VTA's transportation facilities are not subject to local land use regulations, if feasible, VTA would comply with the overall intent of the local land use regulations. The TOJD, as a non-transit use, is subject to local regulations.

The land use analysis under CEQA focuses on five primary components: the alignment, the station areas and parking structures, system facilities required for operation of the line, and the TOJDs. The BART Extension is evaluated in relation to the existing and proposed developments adjacent to and near the alignment to determine the compatibility with neighboring land uses and consistency with applicable planning documents. Appendix G of the State CEQA Guidelines is used to evaluate the significance of potential land use impacts, further described in Section 6.11.4. The land use study area incorporates areas adjacent to either side of the alignment and a 0.25-mile radius around the BART stations and TOJDs.

6.11.4 CEQA Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, a project would have a significant impact if it would result in any of the conditions listed below.

- Physically divide an established community.
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

6.11.5 Environmental Consequences and Mitigation Measures

This section identifies the impacts related to land use under CEQA and mitigation measures necessary to reduce the level of potentially significant impacts.

6.11.5.1 No Build Alternative

The No Build Alternative consists of the existing transit and roadway networks and planned and programmed transportation improvements (see Chapter 2, Section 2.2.1, *NEPA No Build Alternative*, for a list of these projects), and other land development projects planned by the Cities of San Jose and Santa Clara. The No Build Alternative projects could result in effects on land uses typically associated with transit, highway, bicycle, and pedestrian facilities, and roadway projects, as well as land development projects. These projects are anticipated to

cause a similar range of the type and intensity of impacts as caused by the BART Extension Alternative or BART Extension with TOJD Alternative. This would typically include transportation, noise and vibration, air quality, and land use impacts. The No Build Alternative would not be as supportive of regional plans and policies to promote BART use.

All individual projects planned under the No Build Alternative would undergo separate environmental review to identify effects on land use. Review would include an analysis of impacts and identification of mitigation measures to reduce potential impacts.

6.11.5.2 BART Extension Alternative

Impact BART Extension LU-1: Physically divide an established community

Construction

Construction of the BART Extension would occur within dense urban settings surrounded by a mix of land uses including industrial, commercial, retail, civic/institutional, and residential uses. Construction can be expected to occur within any part of the footprint identified on the station plans, plans and profiles, and CSAs.

Land use impacts could result from construction-period road closures and traffic detours, which could in turn disrupt access to businesses, public facilities, and emergency vehicle access and could pose potential physical barriers to existing communities and business districts. Construction of the Santa Clara Station would not physically divide an established community because the station is on a cul-de-sac surrounded by retail, commercial, and industrial uses. Construction of Alum Rock/28th Street Station and either the Diridon Station South or North Option would not divide an existing community because there are alternate parallel routes to reach destinations within the community. One single-family residence would be displaced with the Diridon Station South and North Options on South Autumn Street (APN 259-38-009). The residence is surrounded by industrial and commercial uses and only one other residence is located on Autumn Street between Santa Clara and San Fernando Streets. The removal of this residence would not cause or contribute to the physical division of a community. In addition, the property owner would be compensated according to the federal Uniform Relocation Act, 42 United States Code Chapter 61, Government Code Section 7260 (Relocation Assistance) through Section 7267; and the state Relocation Assistance and Real Property Acquisition Guidelines (Title 25, California Administrative Code Chapter 6, Article 1, Section 6000 et seq.). Therefore, no significant impacts would result from the BART Extension. Refer to Section 4.14, *Socioeconomics*, for more information related to displacement.

Construction of either of the Twin-Bore Downtown San Jose Station Options would require closure of Santa Clara Street for months at a time to construct the station and crossover box. Construction of the three underground stations (Alum Rock/28th Street, Downtown San Jose – East and West Options, and Diridon –South and North Options) would be

constructed using a cut-and-cover method. If a large cut-and-cover excavation is located within a street, a temporary deck would be installed to allow activity to resume on the street while the remaining excavation and cut-and-cover construction continues underground. Furthermore, these impacts would be temporary in duration and would not result in a significant land use impact due to creation of a long-term physical barrier within a community. The Single-Bore Downtown San Jose Station Options would not require long-term closure of Santa Clara Street. However, periodic lane closures may be required during construction of the station entrances.

Construction of the tunnel portals would not divide an established community because they are both surrounded by industrial uses, and construction of the portals would not cause roadway closures that would greatly affect the traveling public. Construction of the two mid-tunnel ventilation structures would not physically divide an established community because there are several alternate routes in the vicinity to access locations within the community, and the construction duration would be limited. Construction activities would not divide a community because by nature construction activities are temporary. Land use impacts related to dividing a community would be less than significant. Refer to Section 6.2, *Transportation*, for more information related to construction traffic impacts and mitigation.

Operation

Alignment

The only tunnel locations where the Twin-Bore and Single Options would differ would be near Coyote Creek and entering/exiting the Diridon Station North Option. However, both of these portions of the alignment would be underground and vary only slightly; thus the discussion of surrounding land uses is the same for both the Twin-Bore and Single-Bore Options.

The alignment would pass through an existing industrial area at the Connection to Phase I Berryessa Extension terminus before descending into the East Tunnel Portal. The alignment would then proceed underground for approximately 5 miles through San Jose. Just north of Interstate 880, the alignment would emerge through the West Tunnel Portal and would travel within the existing Union Pacific Rail Road corridor within Santa Clara. No new permanent physical barriers would be created within the communities adjacent to the 5-mile-long underground alignment, and there would be no division of an existing community. The underground alignment would transition from an at-grade alignment into a trench and into a tunnel portal at both the east and west ends of the BART Extension. The aboveground portion of the alignment north of the East Tunnel Portal would be near U.S. Highway 101 and within an existing industrial area. The aboveground portion of the alignment in Santa Clara would travel within an existing rail corridor heavily utilized by the Altamont Corridor Express, Amtrak, Caltrain, and Capitol Corridor for passenger service and Union Pacific Rail Road for infrequent freight movements. Therefore, neither aboveground segment would create a new division in an existing community. Consequently, the impact would be *less than significant*, and no mitigation is required.

Station Locations

Alum Rock/28th Street Station

Existing land uses within the Alum Rock/28th Street Station area were described in Section 4.11.2.1, *Environmental Setting*. The station is surrounded by a mix of industrial, commercial, institutional/civic, and residential land uses that operate independently from each other. Alum Rock/28th Street Station would replace existing industrial buildings but would not create new physical barriers within the community or divide an existing neighborhood. This BART station would increase the availability of transit options and allow for enhanced mobility for the surrounding neighborhoods. Therefore, the impact would be *less than significant*, and no mitigation is required.

Downtown San Jose Station (East and West Options)

Land uses surrounding both Downtown San Jose Station Options were described in Section 4.11.2.1. Both station options would have limited aboveground infrastructure. The aboveground features would be designed to blend with the existing urban fabric of the downtown area and would not create a new barrier or substantially interrupt the community interaction in the area. Furthermore, operation of the Downtown San Jose Station would not divide any existing established community in the area. Operation of a BART station in downtown San Jose would increase the availability of transit options and allow for enhanced mobility for surrounding neighborhoods. Therefore, the impact would be *less than significant*, and no mitigation is required.

Diridon Station (South and North Options)

Existing land uses within the Diridon Station South and North Option areas were described in Section 4.11.2.1. The aboveground infrastructure would include station entrance portals, systems facilities, and the reconfigured Diridon Station Bus Transit Center. These features would not create a new barrier or substantially interrupt the community interaction in the area. Additionally, the aboveground station features would be consistent with the existing transportation land uses in the station area. As previously discussed, one single-family residence would be displaced with implementation of the BART Extension at Diridon Station (South and North Options). However, the one single-family home displacement would occur in accordance with state and federal laws, the owner would be compensated appropriately, and the removal of one residence within a non-residential and predominantly industrial neighborhood would not cause or contribute to the physical division of a community; therefore, a less-than-significant impact would result. Refer to Section 4.14, *Socioeconomics*, for more information related to this displacement.

Operation of either the Diridon Station South or North Option would not physically divide an existing established community. Furthermore, implementation of this station would increase the availability of transit options and allow for enhanced mobility for surrounding neighborhoods. Therefore, the impact would be *less than significant*, and no mitigation is required.

Santa Clara Station

Existing land uses within the Santa Clara Station area were described in Section 4.11.2.1. Santa Clara Station would be at the end of a cul-de-sac in an area surrounded by industrial and commercial/retail uses. In addition, the closest residences are to the west across the existing railroad corridor. Therefore, the station would not divide an existing community or put up barriers between any existing neighborhoods. The BART Extension would also construct the final segment of the Santa Clara Pedestrian Undercrossing, which would allow for pedestrians and cyclists to travel between El Camino Real and the Santa Clara Caltrain Station in the west directly to Brokaw Road and Coleman Avenue in the east. Furthermore, operation of this station would increase the availability of transit options for residents, retail employees, and shoppers, and allow for enhanced mobility for surrounding neighborhoods. Therefore, the impact would be *less than significant*, and no mitigation is required.

Newhall Maintenance Facility

Existing land uses surrounding the Newhall Maintenance Facility were described in Section 4.11.2.1. Given that the maintenance facility would be within the existing railroad corridor, would be farther from the residences than the active rail corridor, and would be separated from the residential uses by existing 10- to 12-foot-high soundwalls, the Newhall Maintenance Facility would not significantly affect or divide an existing community, create new physical barriers, or substantially interrupt existing community interaction in the area. Therefore, the impact would be *less than significant*, and no mitigation is required.

System Facilities

Existing land uses surrounding the systems facilities are described in Section 4.11.2.1. Supporting facilities would be contained within system facility sites, limited in size, and located along the alignment, within station areas, and often underground. The two mid-tunnel ventilation facilities, one at the northwest corner of Santa Clara and 13th Streets and another east of Stockton Avenue south of Taylor Street, would be aboveground structures housing the equipment required to ventilate the tunnel and would be the same under both the Twin-Bore and Single-Bore Options. Land uses surrounding the site of the 13th Street ventilation facility include commercial and residential uses. Commercial, residential, and industrial land uses surround the Stockton Avenue ventilation facility site options. Neither of the system facility sites would replace any community facilities, take any roads out of the existing roadway system, or physically divide an established community. In addition, both system facility sites would be designed to be aesthetically compatible with the surrounding existing uses. Therefore, the impact would be *less than significant*, and no mitigation is required.

Impact BART Extension LU-2: Conflict with a land use plan, policy, or regulation intended to reduce an environmental effect

Construction and Operation

Construction of the BART Extension would occur within dense urban settings surrounded by a mix of land uses including industrial, commercial, retail, civic/institutional, and residential uses. Construction can be expected to occur within any part of the footprint identified on the station plans, plans and profiles, and CSAs.

As previously discussed, VTA's transportation facilities are exempt from local land use regulations; therefore, the BART Extension is exempt from City planning regulations. Although VTA's transportation facilities are not subject to local land use regulations, a consistency analysis has been provided below.

To reduce construction-related impacts, such as access disruption and traffic congestion, on adjacent land uses and communities, the unique characteristics of each area would be taken into consideration during construction planning and scheduling, and access would be maintained to the extent feasible. Construction planning would minimize nighttime construction in residential areas to the extent feasible. Potential construction-period traffic impacts and associated minimization measures are discussed in Section 6.2, *Transportation*. Additionally, construction activities could result in temporary impacts related to construction noise, degraded air quality, and lighting. Potential air quality, noise, and vibration impacts during construction and associated avoidance and minimization measures are discussed in Section 6.3, *Air Quality*, and Section 6.12, *Noise and Vibration*, respectively. Light and glare impacts on residential properties that could result from nighttime construction are addressed in Section 6.14, *Visual Quality and Aesthetics*.

Once operational, the majority of the alignment would be underground and, therefore, would not conflict with land use plans, policies, or regulations intended to reduce the severity of an environmental effect. Aboveground features would include facilities at the four stations, two mid-tunnel ventilation facilities, and two tunnel portals. Station facilities would include parking structures at Alum Rock/28th Street and Santa Clara Stations, station entrance portals, signage for underground stations (Alum Rock/28th Street, Downtown San Jose, and Diridon Stations), and system facility sites. Aboveground facilities at the mid-tunnel ventilation sites would include buildings to house the ventilation structure and associated systems facilities. Aboveground facilities at the tunnel portals would be minimal.

As shown in Tables 6.11-1 and 6.11-2, the BART Extension would be consistent with general plan land use designations and applicable specific plans. The BART Extension would be partially consistent with 14 of the land use policies in San Jose and Santa Clara, as shown in Table 6.11-1. This is because these 14 land use policies support the inclusion of mixed-use developments into new project development. The BART Extension Alternative would encourage future mixed-use development, but would not include mixed-use developments within its scope. The BART Extension Alternative would be fully consistent with the remaining 55 land use policies shown in Table 6.11-1.

The 13th Street ventilation structure, the Downtown San Jose Station East and West Options, and the Stockton Avenue ventilation facility would be consistent with the existing City of San Jose zoning for their respective locations. The following BART Extension sites are currently zoned by their respective cities as Light and Heavy Industrial.




























- Alum Rock/28th Street Station (San Jose)
- Diridon Station (San Jose)
- Santa Clara Station (Santa Clara)



















A Light and Heavy Industrial designation permits only certain types of industrial uses in San Jose and Santa Clara and does not allow for non-industrial uses within either City.

Additionally, the SJGP contains policies related to industrial preservation. Land Use policy 6.1 specifically prohibits the conversion of lands designated for light and heavy industrial uses to non-industrial uses and prohibit lands designated for industrial uses and mixed industrial-commercial uses to be converted to non-employment uses. However, as shown in Tables 6.11-1 and 6.11-2, Alum Rock/28th Street Station would be consistent with the *Five Wounds Urban Village Plan*, the Diridon Station South and North Options would be consistent with the *Diridon Station Area Plan* and *Diridon/Arena Strategic Development Plan*, and Santa Clara Station would be consistent with the *Santa Clara Station Area Plan*. The plans mentioned above were developed by the cities with extensive public outreach and involvement. The existing industrial zoning designations at the Alum Rock/28th Street, Diridon, and Santa Clara Stations are currently outdated and inconsistent with the cities' adopted plans and general plan designations. The cities, and the communities surrounding these three stations, support and expect BART stations to be constructed at these locations. Therefore, by rezoning the three station sites listed above, VTA would bring the zoning designations into alignment with both the general plan designation of these sites and with the vision of the cities and communities.

The BART Extension would be consistent with the regional plans of MTC, Association of Bay Area Governments, VTA, and BART, and would enhance transit service to the South Bay, support the creation of a unified transit system that encircles the Bay, and encourage higher-density, mixed-use development adjacent to proposed transit stations. Therefore, the BART Extension would not conflict with any land use plan, policy, or regulation, and the impact would be *less than significant*. No mitigation is required.

Table 6.11-1: Consistency with Applicable Land Use Goals and Policies

Land Use Plan	Goal/Policy	No Build Alternative	BART Extension Alternative	BART Extension with TOJD Alternative
<i>Envision San Jose 2040 General Plan (Transportation Policies)</i>	TR-1.1 Accommodate and encourage use of non-automobile transportation modes to achieve San Jose’s mobility goals and reduce vehicle trip generation and vehicle miles traveled (VMT).			
	TR-1.2 Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects.			
	TR-1.3 Increase substantially the proportion of commute travel using modes other than the single-occupant vehicle.			
	TR-3.3. As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute toward transit ridership. In addition, require that new development be designed to accommodate and to provide direct access to transit facilities.			
	TR-3.4. Maintain and improve access to transit stops and stations for mobility-challenged population groups such as youth, the disabled, and seniors.			
	TR-3.5 Work with the Valley Transportation Authority (VTA) and other public transit providers to increase transit frequency and service along major corridors and to major destinations like Downtown and North San Jose.			
	TR-3.7. Regularly collaborate with BART to coordinate planning efforts for the proposed BART Extension to San José/Santa Clara with appropriate land use designations and transportation connections.			
	TR-4.1. Support the development of amenities and land use and development types and intensities that increase daily ridership on the VTA, BART, Caltrain, ACE and Amtrak California systems and provide positive fiscal, economic, and environmental benefits to the community.			
	TR-8.1 Promote transit-oriented development with reduced parking requirements and promote amenities around appropriate transit hubs and stations to facilitate the use of available transit services.			

Land Use Plan	Goal/Policy	No Build Alternative	BART Extension Alternative	BART Extension with TOJD Alternative
<p><i>Envision San Jose 2040 General Plan</i> (Land Use Policies)</p>	<p>LU-1.1. Encourage Walking. Create safe, attractive, and accessible pedestrian connections between developments and to adjacent public streets to minimize vehicular miles traveled.</p>			
	<p>LU-1.2. Create safe, attractive, and accessible pedestrian connections between developments and to adjacent public streets to minimize vehicular miles traveled.</p>			
	<p>LU-1.6. Locate employee-intensive commercial and industrial uses within walking distance of transit stops. Encourage public transit providers to provide or increase services to areas with high concentrations of residents, workers, or visitors.</p>			
	<p>LU-5.1. In order to create complete communities, promote new commercial uses and revitalize existing commercial areas in locations that provide safe and convenient multi-modal access to a full range of goods and services.</p>			
	<p>LU-6.1. Prohibit conversion of lands designated for light and heavy industrial uses to non-industrial uses. Prohibit lands designated for industrial uses and mixed industrial commercial uses to be converted to non-employment uses. Lands that have been acquired by the City for public parks, public trails, or public open space may be re-designated from industrial or mixed-industrial lands to non-employment uses. Within the Five Wounds BART Station and 24th Street Neighborhood Urban Village areas, phased land use changes, tied to the completion of the planned BART station, may include the conversion of lands designated for Light Industrial, Heavy Industrial or other employment uses to non-employment use provided that the Urban Village areas maintain capacity for the overall total number of existing and planned jobs.</p>			
	<p>LU-9.1. Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between new development, its adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas. Consistent with Transportation Policy TR-2.11, prohibit the development of new cul-de-sacs, unless it is the only feasible means of providing access to a property or properties, or gated communities, that do not provide through- and publicly-accessible bicycle and pedestrian connections.</p>			

Land Use Plan	Goal/Policy	No Build Alternative	BART Extension Alternative	BART Extension with TOJD Alternative
<i>Diridon Station Area Plan (DSAP) and Diridon/Arena Strategic Development Plan (DASDP)</i>	<p>DSAP provides an overview of the future development of the Diridon Station area by integrating open space, transportation, and land uses to create an expansion of downtown San Jose. One of the primary objectives of the plan is to establish a land use plan and policy framework that will guide future development and redevelopment toward land uses that support transit ridership and economic development.</p> <p>DASDP seeks to promote the development and expansion of downtown San Jose by creating an integrated Diridon transportation hub, encouraging transit ridership, providing an appropriate level of parking, protecting adjacent neighborhoods from negative impacts, and creating new public amenities for residents and workers in the area.</p>	◐	●	●
<i>Five Wounds Urban Village Plan</i>	Land Use Policy 1. Create a high-density, mixed-use Urban Village that is pedestrian focused and enhances the quality of life for residents in surrounding communities.	◐	◐	●
	Land Use Policy 4. A significant public plaza should be included at the location of the planned Alum Rock BART station.	◐	●	●
	Land Use Policy 17. Integrate active uses into the planned BART parking structure along the ground floor facades and above parking levels.	◐	◐	●
	Build Height Policy 1. New development within the Five Wounds Urban Village shall be consistent with the maximum height limits as shown in the Five Wounds Village Height Diagram.	●	●	●
	Architecture Policy 1. The design of new development in the Five Wounds Village should be of a high standard and should contribute to the positive image and vitality of the corridor.	●	●	●
	Architecture Policy 11. Apply architectural details to any above ground BART parking structure so it does not appear to be a parking garage. Also encourage active uses to wrap a parking structure.	◐	●	●
	Streetscape Policy 4. As a part of the BART station project, work with the Valley Transportation Authority (VTA) to identify opportunities to develop identified streetscape amenities within the BART Station Area and plaza.	◐	●	●
	Public Art Policy 4. Encourage and nurture the development of an Arts District within the Five Wounds Urban Village preferably between the Town Square and the Five Wounds Church (as envisioned in the BART Station	◐	●	●

Land Use Plan	Goal/Policy	No Build Alternative	BART Extension Alternative	BART Extension with TOJD Alternative
	Community Concept Plan).			
	Pedestrian Facilities Policy 8. As a part of the street improvements for the BART project in the Five Wounds Village, provide enhanced pedestrian access at the main pedestrian BART entrance on N. 28 th Street. This could include enhanced crosswalks with special paving and a pedestrian refuge and landscaped median in the center of N. 28 th Street.	◐	●	●
	Parking Policy 2. In the BART Station area, provide parking in multi-story parking garages and not in surface parking lots.	◐	●	●
	Urban Plaza Policy 2. In the development of a large urban plaza at the future Alum Rock BART Station, consider and incorporate, where feasible, the concepts and design recommendations of the Five Wounds/Brookwood Terrace BART Station Area Community Concept Plan.	◐	●	●
	Urban Plaza Policy 3. In the development of a large urban plaza at the future Alum Rock BART Station, incorporate, small landscaped areas within larger hardscape areas, and plant shade trees in locations that do not obscure views into the plaza.	◐	●	●
<i>Roosevelt Park Urban Village Plan</i>	Land Use Policy 8. Create a high-density mixed-use Urban Village that is pedestrian focused and enhances the quality of life for residents in surrounding communities.	◐	◐	●
	Street Frontage Policy 1. Provide a comfortable and visually engaging pedestrian environment through the creation of an inviting pedestrian-oriented building street frontage.	◐	●	●
	Streetscape Policy 1. Develop streetscape amenities along Santa Clara Street that contribute to the positive image of the corridor, support its businesses and create an attractive and comfortable pedestrian and shopping environment.	◐	●	●
San Jose Riparian Corridor Policy Study	Contains development guidelines for development along creeks to help protect riparian habitat and minimize impacts on riparian resources. These guidelines address site design, building and fixtures design, landscaping, public recreation facilities (e.g. streamside trails), fire management, vegetation/habitat continuity, and techniques to protect water quality.	●	●	●

Land Use Plan	Goal/Policy	No Build Alternative	BART Extension Alternative	BART Extension with TOJD Alternative
<i>San Jose Midtown Specific Plan</i>	Foster development in the Midtown area that reinforces transit use, provides a diversity of housing types, preserves viable industrial and commercial-service uses, and complements and extends adjacent residential and commercial areas.			
<i>San Jose Strong Neighborhood Initiative – Five Wounds/Brookwood Terrace Neighborhood Improvement Plan</i>	Recommends the construction of a linear park to strengthen pedestrian and visual connections between Santa Clara Street, a town square, and East Julian Street. The linear park offers flexibility for future accommodation of station entrances and a ventilation facility associated with an underground BART station. Recognizes the importance of BART parking while recommending that any parking structure should minimize disruption to walking and neighborhood livability.			
<i>San Jose Strong Neighborhood Initiative – Thirteenth Street Neighborhood Improvement Plan</i>	Supports the SJGP designation of Santa Clara Street as a Transit-Oriented Development Corridor allowing for high-intensity new residential development with ground floor retail. Such high-density residential development would add new housing to the downtown neighborhoods compatible with public transit investments such as the BART Extension and VTA’s Downtown East Valley project.			
<i>San Jose Strong Neighborhood Initiative – University Neighborhoods Revitalization Plan Update</i>	Identifies six vacant and underutilized properties as candidates for new development. Recognizing the proximity of the community to the BART Extension and the Downtown East Valley Project, the plan encourages the development of high-density or mixed-use projects on most of these properties.			
<i>San Jose Strong Neighborhood Initiative – Market-Almaden Neighborhood Improvement Plan</i>	Encourages mixed-use developments on Market Street, with an emphasis on retail, commercial, and institutional uses on the lower levels and high-density housing on upper levels.			
<i>San Jose Strong Neighborhood Initiative – Delmas Park Neighborhood Improvement Plan</i>	Envisions the neighborhood as a pedestrian and transit-oriented area with community-focused commercial corridors, and well-lit, tree-lined streets.			

Land Use Plan	Goal/Policy	No Build Alternative	BART Extension Alternative	BART Extension with TOJD Alternative
San Jose Strong Neighborhood Initiative – <i>Burbank/Del Monte Neighborhood Improvement Plan</i>	Recommends the reconfiguration and consolidation of parking lots in the community to encourage mixed-use development for ground level commercial frontage and upper level office or residential use consistent with the character of transit-oriented corridors.	◐	◐	●
<i>City of Santa Clara 2010-2035 General Plan</i>	5.3.1-G1. Reduced dependence on the single-occupant automobile.	●	●	●
	5.3.1-G3. Development that minimizes vehicle miles traveled, capitalizes on public investment in transit and infrastructure, and is compatible with surrounding uses.	●	●	●
	5.3.1-P7. Work with State and regional agencies to ensure that their plans and projects are consistent with the City’s General Plan.	●	●	●
	5.3.1-P15. Require new developments and major public infrastructure projects to include adequate rights-of-way to accommodate all modes of transportation.	●	●	●
	5.8.1-G1. Transportation networks that support the General Plan Major Strategies as well as the Goals and Policies for Prerequisites, Land Use, Focus Areas, Neighborhood Compatibility, Public Services and Environmental Quality.	◐	●	●
	5.8.1-G2. Transportation networks that provide a safe, efficient, convenient and integrated system to move people and goods.	●	●	●
	5.8.1-G3. Transportation networks that promote a reduction in the use of personal vehicles and vehicle miles traveled.	●	●	●
	5.8.1-P1. Create accessible transportation network systems to meet the needs of all segments of the population, including youth, seniors, persons with disabilities and low-income households	◐	●	●
	5.8.1-P4. Expand transportation options and improve alternate modes that reduce greenhouse gas emissions.	◐	●	●
	5.8.3-G1. Transit services that are accessible to all segments of the City’s population	●	●	●

Land Use Plan	Goal/Policy	No Build Alternative	BART Extension Alternative	BART Extension with TOJD Alternative
	5.8.3-G2. A transit network that supports a reduction in automobile dependence for residents, employees, and visitors.	●	●	●
	5.8.3-P1. Support a coordinated regional transit system that circles the South Bay and the Peninsula, including existing and planned Bay Area Rapid Transit, Amtrak, Altamont Commuter Express, Caltrain, Valley Transportation Authority and High Speed Rail facilities.	◐	●	●
	5.8.3-P6. Encourage additional multimodal transit centers and stops in order to provide convenient access to commuter rail, buses, and shuttle and taxi services.	◐	●	●
	5.8.3-P7. Provide transit stops at safe, efficient and convenient locations to maximize ridership, including near employment centers, higher-density residential developments and Downtown.	◐	●	●
<i>Santa Clara Station Area Plan</i>	Achieving the vision for the Station Area requires development of an array of uses; ensuring balanced neighborhood development; improved connections; an enhanced public realm; and better integration of the station area with downtown Santa Clara, Santa Clara University, and surrounding neighborhoods.	◐	◐	●
Santa Clara Valley Transportation Authority – <i>Valley Transportation Plan 2040</i>	Provide transportation facilities and services that support and enhance the county’s continued success by fostering a high quality of life for Santa Clara County’s residents and continued health of Santa Clara County’s economy.	◐	●	●
Santa Clara Valley Transportation Authority – <i>Community Design and Transportation Program</i>	Target growth to cores, corridors, and station areas; intensify land use and activities; provide a mix of uses; focus on existing areas; create a multimodal transportation system; and integrate transit.	◐	◐	●
Metropolitan Transportation Commission – <i>Transportation 2035 Plan for the San Francisco Bay Area</i>	Promote vital and livable communities.	◐	◐	●

Land Use Plan	Goal/Policy	No Build Alternative	BART Extension Alternative	BART Extension with TOJD Alternative
Metropolitan Transportation Commission – Resolution 3434	Establish thresholds along new corridors to determine appropriate minimum levels of development around transit station.	◐	◑	●
Metropolitan Transportation Commission – Transportation for Livable Communities Program	Promote densification and concentrated development around transit nodes.	◐	●	●
	Encourage redevelopment efforts, which add housing and economic vitality to older business and community centers throughout the San Francisco Bay Area region.	◐	●	●
Association of Bay Area Governments – <i>Focusing our Vision: Smart Growth and Sustainable Development</i>	Promote opportunities for transit use and alternative modes of transportation including rail, bus, high occupancy vehicle (HOV) systems, ferry services, as well as enhanced walking and biking. Increase connectivity between and strengthen alternative modes of transportation including improved rail, bus, ride share, ferry services, as well as walking and biking.	◐	●	●
	Enhance community livability by promoting in-fill, transit-oriented and walkable communities, and compact development as appropriate. Develop multi-family housing, mixed-use development, and alternative transportation to improve opportunities for all members of the community.	◐	◑	●
	Improve the jobs/housing linkages through the development of housing in proximity to jobs, and both in proximity to public transportation.	◐	◑	●
	Improve conditions in disadvantaged neighborhoods, ensure environmental justice, and increase access to jobs, housing, and public services for all residents in the region.	◐	●	●
	Promote and enhance open space, agricultural lands, other valued lands, watersheds and ecosystems throughout the region. Promote development patterns that protect and improve air quality.	◐	●	●
	Encourage local governments, stakeholders, and other constituents in the Bay Area to cooperate in supporting actions consistent with the adopted Smart Growth policies. Forge cooperative relationships with governments and stakeholders in surrounding regions to support actions that will lead to inter-regional Smart Growth benefits.	◐	●	●

Land Use Plan	Goal/Policy	No Build Alternative	BART Extension Alternative	BART Extension with TOJD Alternative
San Francisco Bay Area Rapid Transit District – <i>BART Strategic Plan: A New Era of Partnership</i>	Maximize transit ridership and balance transit-oriented development goals with community desires.	◐	●	●
	Promote transit ridership and enhance the quality of life by encouraging and supporting transit-oriented development within walking distance of BART stations.	◐	●	●
San Francisco Bay Area Rapid Transit District – <i>BART System Expansion Policy and Criteria</i>	Enhance regional mobility, especially access to jobs; generate new ridership on a cost-effective basis; demonstrate a commitment to transit-supportive development; enhance multi-modal access to the BART system; develop projects in partnership with the communities that will be served; implement and operate technology-appropriate service; and ensure that all projects address the needs of the District’s residents.	◐	●	●
<p>Level of consistency key: ◯ = Not consistent ◐ = Partially consistent ● = Consistent Source: Santa Clara Valley Transportation Authority 2010</p>				

Impact BART Extension LU-3: Conflict with any applicable habitat conservation plan or natural community conservation plan

Construction and Operation

The SCVHP, which is both a habitat conservation plan and natural community conservation plan, aims to enhance the viability of threatened and endangered species throughout the Santa Clara Valley. The majority of the alignment would be within the boundaries of the SCVHP. However, except for the Newhall Maintenance Facility, all of the BART Extension area has already been disturbed by urban development. A portion of the Newhall Maintenance Facility would be within the western burrowing owl (*Athene cunicularia hypogea*) survey area, and Diridon Station and the State Route 87 CSA are near the tricolored blackbird (*Agelaius tricolor*) survey area along Guadalupe River and Los Gatos Creek, both covered by the SCVHP, and construction activities could result in a significant impact on these species. Furthermore, the SCVHP regulates nitrogen deposition in the vicinity of the BART Extension. However, once operational, the BART Extension would reduce vehicle miles traveled and thus reduce nitrogen deposition, which would benefit the Bay checkerspot butterfly (*Euphydryas editha bayensis*), a species listed as threatened under the Endangered Species Act. VTA would perform preconstruction surveys, and if necessary implement avoidance measures for tricolored blackbird (Mitigation Measure BIO-CNST-E) and burrowing owl (Mitigation Measure BIO-CNST-F), to comply with the SCVHP. With implementation of these mitigation measures, this impact would be *less than significant*. Refer to Chapter 5, Section 5.5.4, *Biological Resources and Wetlands*, for mitigation measure details and more information regarding the BART Extension's consistency with the SCVHP.

6.11.5.3 BART Extension with TOJD Alternative

Impact BART Extension + TOJD LU-1: Physically divide an established community

Construction

Impacts and mitigation measures associated with construction under the BART Extension with TOJD Alternative would be similar to those analyzed under the BART Extension Alternative above.

Construction of the TOJD would occur adjacent to the four BART stations within the areas identified on the site plans as TOJD and at the two mid-tunnel ventilation structure sites. Surrounding land uses include industrial, commercial, retail, civic/institutional, and residential uses.

Construction of TOJD at the Alum Rock/28th Street and Diridon Stations would not divide an existing community because there would only be short-term lane closures on adjacent streets, and no street closures. Construction of TOJD at Santa Clara Station would not physically divide an established community because the TOJD site would be within the station campus

on a cul-de-sac surrounded by retail, commercial, and industrial uses. Construction of TOJD associated with either of the Downtown San Jose Station Options would also not divide an established community because there would only be short-term lane closures on adjacent streets, and no street closures.

Operation

Impacts associated with operations under the BART Extension with TOJD Alternative would be similar to those analyzed under the BART Extension Alternative above.

This section evaluates the potential for the TOJD, which would be constructed at the four stations and two ventilation structures, to physically divide an established community.

Alum Rock/28th Street Station TOJD

The Alum Rock/28th Street Station TOJD would consist of a maximum of 500,000 square feet of office space, 20,000 square feet of retail, and up to 275 dwelling units, with associated parking for all three land uses. This TOJD would range from four to nine stories within the station area. Because it would be contained within the station campus and would replace the existing industrial and commercial land uses on the site, the TOJD would not divide an established community. Furthermore, the TOJD would include residential dwelling units, office space, and retail and would improve access to surrounding neighborhoods through a new pedestrian/bicycle/transit gateway into the station campus. Therefore, the impact would be *less than significant*, and no mitigation is required.

Santa Clara and 13th Streets Ventilation Facility TOJD

TOJD would be on the same site as the ventilation facility at the northwest corner of Santa Clara and 13th Streets. The TOJD would consist of a maximum of 13,000 square feet of ground-level retail along the street frontage facing Santa Clara Street. A large parking lot covers most of this site, and existing land uses immediately within and adjacent to this area are primarily commercial. Residential land uses are just beyond the commercial strip to the north and south of the alignment. Given that the TOJD would be constructed within the commercial corridor along Santa Clara Street, it would not physically divide any established communities, and the impact would be *less than significant*. No mitigation is required.

Downtown San Jose Station East Option TOJD

Three TOJD sites would be adjacent to the Downtown San Jose Station East Option. The land uses at these sites would consist of a total of 160,000 square feet of retail and 300,000 square feet of office space, with underground parking. The TOJD would replace existing commercial uses and, therefore, would not physically divide an established community. The impact would be *less than significant*, and no mitigation is required.

Downtown San Jose Station West Option TOJD

The TOJD site for the Downtown San Jose Station West Option would be along Santa Clara Street, west of 3rd Street. The TOJD would consist of approximately 10,000 square feet of retail, 35,000 square feet of office space, and three levels of underground parking. This site is within an area with commercial and retail uses. The TOJD would replace existing commercial uses with retail and office uses and not physically divide an established community. Therefore, the impact would be *less than significant*, and no mitigation is required.

Diridon Station TOJD (South and North Options)

The TOJD site would be located adjacent to Diridon Station (South and North Options) under both the Twin-Bore and Single-Bore Options. The TOJD would consist of approximately 72,000 square feet of retail, up to 640,000 square feet of office space, and three levels of underground parking. The TOJD would be constructed in an area surrounded by commercial, institutional, and transportation uses and would not divide an established community. As previously discussed, one single-family residence would be displaced with implementation of the BART Extension at Diridon Station. However, the property owner would be compensated according to the Uniform Relocation Act, and therefore no significant impacts would result (refer to Section 4.14, *Socioeconomics*). Consequently, the impact would be *less than significant*, and no mitigation is required.

Stockton Avenue Ventilation Facility TOJD

TOJD would be on the east side of Stockton Avenue, south of Taylor Street. The site is currently occupied by industrial uses and is primarily covered with surface parking lots, and does not provide cohesion or connectivity for any established community in the area. Residential land uses are across Stockton Avenue to the west of the site, and the Caltrain tracks are to the northeast. The TOJD would consist of 15,000 square feet of ground-level retail along the street frontage facing Stockton Avenue. The TOJD would not create new barriers to the existing neighborhood, and the impact would be *less than significant*. No mitigation is required.

Santa Clara Station TOJD

TOJD would be adjacent to the station north of Brokaw Road and east of the Caltrain tracks, as shown on the Santa Clara Station site plan in Appendix C, *BART Station Site Plans*. The TOJD would consist of approximately 30,000 square feet of retail, up to 500,000 square feet of office space, up to 220 dwelling units, and four to eleven stories including a parking structure. Given that the property is vacant and separated from the closest residences by the existing Caltrain tracks, it does not currently provide cohesion or connectivity for any established communities, and no new barrier between neighborhoods would be created with implementation of the TOJD. Therefore, the TOJD would not physically divide an established community, and the impact would be *less than significant*. No mitigation is required.

Impact BART Extension + TOJD LU-2: Conflict with a land use plan, policy, or regulation intended to reduce an environmental effect

Construction and Operation

The BART Extension with TOJD Alternative would be fully consistent with all 69 land use policies shown in Table 6.11-1. As shown in Table 6.11-2, the BART Extension with TOJD Alternative would be consistent with the general plan land use designations and applicable specific plans.

At the Santa Clara and 13th Streets ventilation facility and at the Downtown San Jose Station East and West Options, the BART Extension with TOJD Alternative would be consistent with the existing City zoning for their respective locations. The Stockton Avenue ventilation facility TOJD site is designated Transit Employment Center by the SJGP and zoned Heavy Industrial. The Heavy Industrial zone is intended for a wide variety of industrial uses such as research and development, manufacturing, assembly, and testing and offices. Given that the TOJD would include a ventilation facility and a small retail portion on the street frontage, it would be generally consistent with the existing zoning and land use designations in San Jose.

The following sites would not be consistent with their current zoning by their respective cities as Light and Heavy Industrial.

- Alum Rock/28th Street Station (San Jose)
- Diridon Station (San Jose)
- Santa Clara Station (Santa Clara)

A Light and Heavy Industrial designation permits only certain types of industrial uses in San Jose and Santa Clara and does not allow for residential or mixed-use development within either city; therefore, VTA is seeking zoning amendments to rezone the Alum Rock/28th Street and Diridon Station sites as Commercial Pedestrian, and the Santa Clara TOJD site as Transit-Oriented Mixed Use. As described under Impact BART Extension LU-2 above, by rezoning these three station sites, VTA would bring the zoning designations into alignment with both the existing general plan designation of these sites and with the vision of the cities and communities. Approval of the zoning amendments would ensure that the BART Extension with TOJD Alternative is consistent with the applicable City zoning regulations. Once the zone changes are approved, the BART Extension with TOJD Alternative would be consistent with all land use policies and would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Additionally, the TOJD would further increase the BART Extension with TOJD Alternative's consistency with the land use and development objectives of both San Jose and Santa Clara, and those of local and regional agencies. Several policies of the SJGP and SCGP are aimed at supporting developments that would contribute toward increased transit ridership, locate employee-intensive commercial and industrial uses within walking distance of transit stops and stations, and accommodate and provide direct

access to transit facilities. Furthermore, many local urban village plans, specific plans, and neighborhood initiatives described in Table 6.11-1 encourage high-density, mixed-use developments near the station areas. Additionally, several VTA, MTC, Association of Bay Area Governments, and BART plans include policies to encourage densification and concentrated development near transit nodes, promote vital and livable communities, develop housing in proximity to jobs and develop both housing and jobs in proximity to public transportation, and enhance transit-oriented and walkable communities. Implementation of the TOJD would further assist in reaching these goals, because the TOJD would include some combination of housing, retail, office space, and parking in proximity to BART facilities. Therefore, the BART Extension with TOJD Alternative would not conflict with any land use goals aimed at reducing an environmental effect. The impact would be *less than significant*, and no mitigation is required.

Impact BART Extension + TOJD LU-3: Conflict with any applicable habitat conservation plan or natural community conservation plan

Construction and Operation

Impacts and mitigation measures associated with operations under the BART Extension with TOJD Alternative would be similar to those analyzed under the BART Extension Alternative above.

Construction of the TOJD would not have additional impacts because construction of the BART Extension would clear the sites as CSAs. However, TOJD would add additional vehicular trips, resulting in increased nitrogen. The BART Extension with TOJD Alternative would comply with the SCVHP's new trip generation compensation requirements. Also refer to Section 6.4, *Biological Resources and Wetlands*, for more information regarding consistency with the SCVHP.

Table 6.11-2: General Plan Land Use and Zoning Designations for the BART Extension with TOJD Alternative

Location	Existing Land Use	General Plan Land Use Designation	Existing Zoning (allowable uses)	Other Regulating Documents	BART Extension with TOJD Alternative Land Use	Consistent with General Plan and Other Regulating Documents?	Consistent with Existing Zoning?	Proposed Zoning
Alum Rock/28 th Street Station	Industrial	Urban Village (SJGP)	Heavy Industrial (traditional industrial activities, such as heavy and light manufacturing and warehousing) (San Jose)	<i>Five Wounds Urban Village Plan</i> <i>Roosevelt Park Urban Village Plan</i> <i>Five Wounds/Brookwood Terrace Neighborhood Improvement Plan</i>	BART station, TOJD (office, residential, retail)	Yes	No	Commercial Pedestrian ^a
Santa Clara and 13 th Streets ventilation facility	Vacant	Urban Village (SJGP)	Commercial General District (large-scale retail and commercial uses) (San Jose)	None	BART ventilation facility, TOJD (retail)	Yes	Yes	N/A
Downtown San Jose Station West Option	Commercial	Downtown (SJGP)	Downtown Primary Commercial District (office, retail, service, residential, and entertainment) (San Jose)	<i>Diridon/Arena Strategic Development Plan</i> <i>Thirteenth Street Neighborhood Improvement Plan</i>	BART station and system facilities, TOJD (office, retail)	Yes	Yes	N/A
Downtown San Jose Station East Option	Commercial	Downtown (SJGP)	Commercial General (office, retail, service, residential, and entertainment) (San Jose)	<i>Diridon/Arena Strategic Development Plan</i> <i>Thirteenth Street Neighborhood Improvement Plan</i>	BART station and system facilities, TOJD (office, retail)	Yes	Yes	N/A

Location	Existing Land Use	General Plan Land Use Designation	Existing Zoning (allowable uses)	Other Regulating Documents	BART Extension with TOJD Alternative Land Use	Consistent with General Plan and Other Regulating Documents?	Consistent with Existing Zoning?	Proposed Zoning
Diridon Station South and North Options	Transit, parking, industrial	Commercial Downtown (SJGP)	Light Industrial (industrial and service establishments serving employees of the businesses located in the immediate industrial area) (San Jose)	<i>Diridon/Arena Strategic Development Plan</i> <i>Midtown Specific Plan</i>	BART station and system facilities, TOJD (office, retail)	Yes	No	Commercial Pedestrian ^a
Stockton Avenue ventilation facility	Industrial	Transit Employment Center (SJGP)	Heavy Industrial (intended for a wide variety of industrial users such as research and development, manufacturing, assembly, testing and offices [e.g. hospital]) (San Jose)	None	BART ventilation facility, TOJD (retail)	Yes	Yes	N/A
Santa Clara Station	Commercial	Santa Clara Station Focus Area (SCGP)	Heavy Industrial (intended for a wide variety of industrial users such as research [e.g. hospital]) (Santa Clara)	<i>Santa Clara Station Area Plan</i>	BART station, TOJD (office, residential, retail)	Yes	No	Transit-Oriented Mixed Use ^b

Source: City of San Jose 2011a; City of Santa Clara 2010.

Notes:

^a Commercial Pedestrian (CP) is a zone for pedestrian-oriented retail activity and mixed residential/commercial development.

^b The transit-oriented mixed use combining zoning district is intended to encourage quality high-density residential development in proximity to multiple transit lines and in conjunction with commercial development or redevelopment.

6.11.6 CEQA Conclusion

For both the BART Extension Alternative and the BART Extension with TOJD Alternative, the Twin-Bore Option and Downtown San Jose Station East and West Options construction-period road closures and traffic detours would disrupt access to businesses, public facilities, and emergency vehicle access. However, these would not pose long-term physical barriers to existing communities and business districts or physically divide a community; therefore, these impacts would be less than significant under CEQA. By comparison, the Single-Bore Option would only have periodic lane closures. To minimize traffic impacts related to construction, VTA would implement Mitigation Measure TRA-CNST-A, the development of a Construction Education and Outreach Plan, to provide advance notification of roadway closures throughout construction (see Chapter 5, Section 5.5.2, *Transportation*).

For both BART Extension Alternative and the BART Extension with TOJD Alternative, there is potential for significant impacts regarding conservation plans during construction. Implementation of Mitigation Measures BIO-CNST-E and BIO-CSNT-F would reduce impacts to *less-than-significant* levels (see Chapter 5, Section 5.5.4, *Biological Resources and Wetlands*).

The final property acquisitions required to construct the BART Extension Alternative may change (i.e., increase or decrease in size, change type, and/or change from permanent to temporary, etc.) during final design. Also, during final design, additional easements may be identified such as temporary construction easements, temporary access easements, and long-term maintenance and access easements. It is the intent of this and previous environmental documents, adopted by VTA, to disclose the potential environmental impacts of acquisitions known at the time the environmental document is prepared while recognizing that some adjustments may be necessary based on final design, working with individual property owners during the acquisition process, and/or during construction. Should additional modifications beyond the scope of this environmental document trigger the need for additional environmental review, VTA will prepare the necessary additional environmental analyses.

As previously discussed, one single-family residence would be displaced by the BART Extension under both the Diridon Station South and North Options. However, the one single-family home displacement would occur in accordance with state and federal laws, the owner would be compensated appropriately, and the removal of one residence within a non-residential and predominantly industrial neighborhood would not cause or contribute to the physical division of a community. Therefore, no significant impacts would result (refer to Section 4.14, *Socioeconomics*). All operational impacts related to land use would be *less than significant* under CEQA.

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