

## 4.15 SOCIOECONOMICS

### 4.15.1 INTRODUCTION

Since certification of the FEIR and SEIR-1 information for the socioeconomics section has been revised to correspond to the Phase 1 study area boundaries and to the 65 percent engineering design level. The study area for the socioeconomic analysis is approximately 1.5 to 2 miles wide from the approved BART Warm Springs Station to the proposed Berryessa Station, and includes portions of the cities of Fremont, Milpitas, and San Jose. The data presented are from the *2000 US Census* and *ABAG Projections 2007*.

### 4.15.2 ENVIRONMENTAL SETTING

Information regarding existing socioeconomic conditions in the study area such as household characteristics, ethnic mix, income, occupies housing units without private transportation, and labor force characteristics from the 2000 US Census was summarized in the FEIR and is still applicable to SEIR-2. Updated information from the next US Census will not be released until after 2010. Please refer to Section 4.15 of the FEIR for this discussion. This subsection updates the information related to jobs and employment conditions in the vicinity of the Phase 1 alignment from that provided in the FEIR and SEIR-1.

#### 4.15.2.1 Jobs

Total jobs in the study area and their distribution among the various employment sectors are shown on **Table 4.15-1**. In 2000, the study area provided approximately 240,254 jobs, with the largest job sectors being manufacturing and service, similar to the regional and local patterns. The study area, however, had a lower percentage of service jobs than the counties and all cities except Milpitas. It had a higher percentage of manufacturing jobs than Alameda County, Santa Clara County and the City of San Jose.

The services industry is Alameda and Santa Clara counties' largest economic sector, followed by manufacturing, and retail trade. The Port of Oakland, with one of the nation's major containerized shipping facilities, has helped make Alameda County an important transportation center. Santa Clara County is a major employment center for the region, providing more than a quarter of all jobs in the Bay Area. In 2000, the services, manufacturing, and retail trade sectors combined accounted for 87 percent of jobs in Santa Clara County.

The City of Fremont's principal businesses are in the commercial and industrial sectors, including the former New United Motor Manufacturing Inc. (NUMMI) plant which will be converted to Tesla Motors. As part of Silicon Valley, Fremont

is also home to a large technology sector. Milpitas is home to a broad range of small and large businesses and industries and is a vital component of the high-tech Silicon Valley. San Jose has an extremely concentrated high-tech industry and is now home to over 11,400 high-tech companies employing over 250,000 people. Most notable are the company headquarters of Cisco Systems, Inc., eBay, Adobe Systems, Inc., AboveNet, Inc., and Secure Computing Corporation. High-tech companies in downtown San Jose include Internet service providers such as Earthlink.

**Table 4.15-1: Jobs by Sector (2000)**

Area	Total Jobs	Agriculture <sup>a</sup>	Manufacturing <sup>b</sup>	Retail	Service <sup>c</sup>	Other <sup>d</sup>
Total Study Area <sup>e</sup>	240,254	1,398	80,226	25,881	88,082	44,667
Alameda County	750,160	1,940	194,120	83,900	363,290	106,910
City of Fremont	104,830	90	45,370	10,250	38,910	10,210
Santa Clara County	1,044,130	4,560	346,520	100,570	458,780	133,700
City of Milpitas	53,980	180	30,310	4,420	13,490	5,580
City of San Jose	432,480	1,370	132,060	44,450	192,050	62,550

<sup>a</sup> Agriculture includes natural resources.

<sup>b</sup> Manufacturing includes wholesale, transportation and utilities.

<sup>c</sup> Service includes financial and leasing, professional and managerial, health and educational, and arts, recreation and other services.

<sup>d</sup> Other Jobs includes construction, information, and government.

<sup>e</sup> The "Study Area" definition is the same as that used for the FTA "New Starts" process and covers an area approximately 1.5 to 2 miles wide from the approved BART Warm Springs Station to the proposed Santa Clara Station.

Source: ABAG Projections 2007.

#### 4.15.2.2 Employment

The labor force by occupation for the study area and region is shown on **Table 4.15-2**. The number of employed and unemployed residents and employment by sector are shown. The labor force as defined here includes individuals who reside in the study area but may or may not commute to jobs elsewhere.

Based on US Census data there were approximately 110,282 employed residents within the study area. The highest numbers of employed residents worked in the service sector (44 percent) with the next highest in manufacturing (37 percent), followed by the retail sector (9 percent) and other (7 percent). Agriculture represented approximately 1 percent of the labor force in the study area. This labor force distribution pattern (service being the highest, followed by manufacturing, retail and other) was consistent with the patterns in Alameda and

Santa Clara counties, and the cities of Fremont, and San Jose. Milpitas showed the highest number of employed residents in the manufacturing (48 percent) sector, followed by service (38 percent), retail (8 percent) and other (6 percent).

**Table 4.15-2: Resident Employment By Sector (2000)**

Area	# Employed Residents	Ag <sup>a</sup>	Mfg <sup>b</sup>	Retail	Service <sup>c</sup>	Other Jobs <sup>d</sup>	# Unemployed Residents
Total Study Area <sup>e</sup>	110,282	603	40,979	10,276	48,678	7,475	5,409
Alameda County	692,833	1,741	167,020	74,749	384,771	64,552	40,361
City of Fremont	102,187	163	36,219	11,526	47,595	6,684	4,181
Santa Clara County	843,912	4,364	280,845	83,369	411,891	63,433	34,194
City of Milpitas	30,302	183	14,447	2,501	11,489	1,682	1,178
City of San Jose	436,890	1,552	151,520	45,941	200,943	37,002	19,552

<sup>a</sup> Agriculture includes natural resources.

<sup>b</sup> Manufacturing includes wholesale, transportation and utilities.

<sup>c</sup> Service includes financial and leasing, professional and managerial, health and educational, arts, recreation and other services.

<sup>d</sup> Other Jobs includes construction and public administration.

<sup>e</sup> The "Study Area" definition is the same as that used for the FTA "New Starts" process and covers an area approximately 1.5 to 2 miles wide from the approved BART Warm Springs Station to the proposed Santa Clara Station.

Source: 2000 US Census Data.

Employed residents in Alameda County worked primarily in the service sector (56 percent), followed by manufacturing (24 percent), retail (11 percent) and other (9 percent). Santa Clara County employed residents also worked primarily in the service sector (49 percent), followed by manufacturing (33 percent), retail (10 percent), and other (8 percent). Fremont employment distribution continued the countywide pattern with 47 percent service, 35 percent manufacturing, 11 percent retail and 7 percent other. San Jose showed an employment distribution of 46 percent service, 35 percent manufacturing, 11 percent retail, and 8 percent other.

#### 4.15.2.3 Population, Housing, and Employment

Implementation of Phase 1 would support planned residential and employment growth within the cities and counties along the alignment as envisioned by the local jurisdiction general plans.

The ABAG 2007 population and employment projections for the cities within the Phase 1 alignment are shown on **Table 4.15-3**. These projections are based on the general plan documents for the cities of Fremont, Milpitas, and San Jose which include the Phase 1 alignment and anticipated stations.

**Table 4.15-3: Population, Housing, and Employment (2000-2030)**

Area	Percent Increase Population	Percent Increase Housing	Percent Increase Jobs
Alameda County	28.7%	28.3%	38.3%
City of Fremont	22.6%	20.9%	30.9%
Santa Clara County	35.5%	36.0%	21.9%
City of Milpitas	44.1%	48.5%	15.9%
City of San Jose	43.2%	45.1%	36.9%

Source: ABAG Projections 2007.

The greatest population growth is projected to take place in Milpitas and San Jose and the greatest increase in jobs is projected to occur in San Jose and in Alameda County. Milpitas shows a commensurate increase in population with the rest of the area, but a much lower increase in jobs, which means that people will be traveling out of the area to work.

The operation of Phase 1 would generate approximately 600 jobs for operation and maintenance, which would be a beneficial impact. Phase 1 would also provide improved transportation service to people living and working in Fremont, Milpitas, and San Jose, and support planned higher density development adjacent to the proposed Milpitas and Berryessa stations. The new rail connections would facilitate residential and employment growth planned for the study area, particularly around station areas, consistent with local jurisdiction general plans.

Additionally, under Phase 1, the proposed Milpitas and Berryessa station campuses would be located within areas of an adopted transit area specific plan, and an approved planned development rezoning, respectively. Locating the BART stations in these areas achieves compatibility with approved plans for the following reasons:

- Locating BART and supporting transit facilities in close proximity to planned mixed land uses helps facilitate a pedestrian friendly environment that is consistent with the San Jose Flea Market planned development rezoning and Milpitas Transit Area Specific Plan vision to transform an older industrial district into a dense livable community with multimodal transit options.
- Proposed residential uses with one-half mile would benefit from convenient transit access.

- Proposed commercial uses would benefit by improved accessibility for employees and patrons, thus making commuting options more attractive to current and future residents and employees.

### 4.15.3 REGULATORY SETTING

VTA's Relocation Program provides assistance to impacted residences and business owners in compliance with federal relocation requirements. This assistance can be both financial (e.g., moving costs, rent subsidies, relocation costs, personal property losses, reestablishment expenses, etc.) and technical (e.g., providing information regarding suitable replacement sites, providing referrals, assisting with lease negotiations, assisting with moving logistics, etc.). Business owners also have the option of receiving a fixed payment in lieu of the payments for actual moving and related expenses and actual reasonable reestablishment expenses. The regulatory setting included in the FEIR describing the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 and VTA's Relocation Program remains applicable in this SEIR-2. Please refer to subsection 4.15.3.2 of the FEIR for a discussion of these relocation programs.

When acquisition occurs, properties would be appraised at fair market value and offers would be based on the approved appraised values. For relocation, the availability of alternate sites would vary; however, the economy is characterized by a comfortable vacancy rate in the Phase 1 area, which could easily accommodate the need for relocation space in a similar price range. The housing stock of over 1.5 million units in Santa Clara County can accommodate relocations associated with the one residential displacement associated with Phase 1.

### 4.15.4 PROJECT IMPACTS AND MITIGATION MEASURES

Implementation of Phase 1 would require property acquisitions and resultant displacements impacting residential and non-residential properties. Displacements would be the result of acquiring the underlying property in whole or in part to accommodate Phase 1. **Table 4.15-4** quantifies the number and types of displacement that could occur from implementing Phase 1.

Implementation of Phase 1 would not displace a substantial number of people and require construction of replacement housing. As shown on **Table 4.15-4**, a total of one residential unit would be displaced by implementing Phase 1. This would not represent a substantial number of people and would not require the construction of replacement housing.

**Table 4.15-4: Phase 1 – Summary of Displacements**

Location	Residential Unit	Light Industrial Business	Office	Community Facility <sup>a</sup>	Flea Market Vendor	Storage Tenant
DC# 10: Systems Facilities Alternate Location B	0	0	0	0	0	25
DC# 15: Milpitas Station	1	18	2	0	0	875
DC# 20: Berryessa Station	0	23	0	0	0-80	0
DC# 21: Electrical Facilities near Las Plumas Road	0	4	0	2	0	0
<b>Total</b>	<b>1</b>	<b>45</b>	<b>2</b>	<b>2</b>	<b>0-80</b>	<b>900</b>

<sup>a</sup> Community Facility: family center, training center

Source: VTA, 2010.

For relocation, the availability of alternate sites would vary; however, the economy is characterized by a comfortable vacancy rate in the Phase 1 area, which could easily accommodate the need for relocation space in a similar price range. The housing stock of over 1.5 million units in Santa Clara County can accommodate relocations associated with the one residential displacement associated with Phase 1.

#### **4.15.4.1 Phase 1 Property Acquisitions and Displacements**

The estimate of displacements is based on property utilization in fall of 2010. Estimates presented here are based on **Appendices B and C**, Phase 1 Preliminary Engineering Comparison Plans and Profiles and Plans and Profiles, and **Appendix D**, Station Designs. The following describes the changes in property acquisitions and related displacements that would occur from implementation of Phase 1 by city as compared to the approved project.

##### **City of Fremont**

##### ***Design Change 3. Systems Facilities Alternate Location A (STA 28+00)***

The proposed High Voltage Substation SRC and Switching Station SRR Alternate Location A (STA 28+00) are located within a vacant field. This Phase 1 feature would not cause the displacement of any residence or business; therefore the impact would be less than significant.

##### ***Design Change 4. Starting Point of Trackwork (STA 35+00)***

The displacement of 12 light industrial properties along the east side of the railroad corridor (Figure C-3 STA 35+00 in **Appendix C**) was previously environmentally cleared on pages 12 through 15 of Section 4.10 in the Draft Environmental Impact Statement and Draft 4(f) Evaluation BART Warm Springs Extension published in February 2005.

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**Design Change 7. Eliminate Kato Road Grade Separation (STA 167+00)**

Kato Road would be reconstructed as a new roadway underpass by the City of Fremont with BART passing over the roadway on a new bridge structure. The impacts to the commercial parking lots, driveways, and landscaping discussed in the SEIR 1 would not result from the construction of Phase 1. This is no longer an impact.

**Design Change 8. Dixon Landing Road Alignment (STA 182+00 to STA 201+00)**

South of the Alameda/Santa Clara county and Fremont/Milpitas city lines (STA 182+00), there are two options for the BART alignment at Dixon Landing Road. The At Grade Option was selected as the preferred option in the approved project in the SEIR 1; however, impacts from both options are discussed below for consideration:

- Retained Cut Option. Under this option, BART would transition into a retained cut at the county and city lines to south of Dixon Landing Road (STA 182+00 to 201+00). Dixon Landing Road would remain at grade, but be supported over the BART retained cut on a new roadway bridge structure. The Union Pacific Railroad (UPRR) crossing would also remain at grade. There are four alternate locations for a pump station under this option:
  - Alternate Location A is located north of Dixon Landing Road on the west side of the alignment. This facility would displace some landscaping adjacent to Dixon Landing Road, but would not displace any residences or businesses.
  - Alternate Location B is located south of Dixon Landing Road on the east side of the alignment. This facility would displace landscaping, but would not displace a residence or business.
  - Alternate Location C is located south of Dixon Landing Road on the east side of the alignment. No displacements would result from this alternate location.
  - Alternate Location D is located south of Dixon Landing Road on the west side of the alignment. No displacements would result from this alternate location.

Because no displacements of residences or businesses would result from this option, the construction of the Retained Cut Option would result in a less-than-significant impact.

- At Grade Option. Under this option, BART would continue at grade and cross on a new bridge structure over Dixon Landing Road (STA 191+00), which would be reconstructed as a roadway underpass by VTA. VTA would also construct a new bridge for the UPRR to cross over the roadway. An adjacent cross street to the west of the UPRR ROW, Milmont Drive, would also be lowered due to the new slope of Dixon Landing Road. Access to two existing driveways on the west side of the alignment, one on the north side of Dixon Landing Road and the other on the south side, would be eliminated. However, each property would have multiple access points remaining. In addition, three driveways would be lowered - two driveways on the north side of Dixon Landing Road east of the alignment and one on the east side of Milmont Drive south of Dixon Landing Road. Because no residences or businesses would be displaced as a result of this option; the At Grade Option would result in a less-than-significant impact.

### **City of Milpitas**

#### ***Design Change 10. Systems Facilities Alternate Location B (STA 260+00)***

Near Railroad Court in Milpitas, High Voltage Substation SRC, Traction Power Substation SRR/Switching Station SRR, Train Control Building S28, and a PG&E tower would be constructed west of the UPRR ROW. Construction of these facilities as described in the SEIR 1 would have caused the displacement of one light industrial business, which included 135 vehicle storage customers. Upon further refinement of the systems facilities at this location, now these facilities would cause the displacement of up to approximately 25 storage units at one light industrial business (a recreational vehicle (RV) storage area), but would not displace the entire light industrial business. This design change would no longer impact the cell tower at this location. These facilities would also cause the displacement of up to approximately 40 parking spaces from an adjacent industrial use; however, the loss of parking would not cause the displacement of this industrial business (Figure C-14, STA 258+00 in **Appendix C**). Because no displacements of residences or businesses would result from this design change, the impact would be less than significant.

#### ***Design Change 11. Eliminate South Calaveras Future Station (STA 292+00)***

The elimination of this feature would eliminate the displacement of 10 office and two light industrial businesses. This is no longer an impact.

#### ***Design Change 12. Curtis Avenue to Trade Zone Boulevard (STA 344+00 to STA 414+00)***

Impacts resulting from this design change are dependent upon the Milpitas Wye Option selected. Refer to the following discussion under Design Change 13, Milpitas Wye, for impacts related to this design change.

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**Design Change 13. Milpitas Wye (STA 355+00)**

Impacts resulting from this design change are dependent upon the option selected, as described below:

**Wye with Spur Connection Option.** Under this option, due to the redesign of the wye to modify the angle of the UPRR tracks as they enter the wye, the curve of the wye is now shallower than that of the approved project. Therefore, as compared to the 2,200 feet of ROW extension impacts associated with the approved project, this option would require an additional 250 feet of ROW extension between Great Mall Drive and the alignment (approximately STA 351+00 to 354+00). This total of 2,450 feet of ROW extension between Great Mall Drive and the alignment (STA 329+00 to STA 354+00) would displace approximately 110 landscaping trees. The landscaping trees were planted since the approval of the previous Wye design in 2007. Refer to **Section 4.17, Visual Quality and Aesthetics**, of this SEIR-2, for a discussion on the visual impact of the loss of this landscaping. This option would cause the removal of approximately 20 parking spaces and the displacement of a trash enclosure on the light industrial business east of the alignment and north of this proposed wye option. The redesign of the wye also impacts Piper Drive. Piper Drive would be modified so that the cul de sac is shifted to the south and the street would be narrowed away from the UPRR track to allow for trains to operate on the wye without impacting access to the properties along Piper Drive. The redesigned location of the cul de sac of Piper Drive would displace landscaping on one currently vacant parcel located at the end of Piper Drive. Shipper's access will be maintained with the spur track connection at the existing wye location. Because no displacements of residences or businesses would result from this option, the impact would be less than significant.

**Wye and Industrial Lead Option.** Under this option, the wye has been redesigned to modify the curve of the wye as described in the previous option. The design of the wye was also shifted west under this option to avoid impacts to Piper Drive caused by the previous option. Therefore, as compared to the 2,200 feet of ROW extension impacts associated with the approved project, this option would cause an additional 1,350 feet of ROW extension between Great Mall Drive and the alignment (approximately STA 351+00 to 365+00) for a total of 3,550 feet of ROW extension starting at STA 329+00 and ending at STA 365+00. The 3,550 feet of ROW extension between Great Mall Drive and the alignment would displace approximately 160 landscaping trees. The landscaping trees were planted since the approval of the previous Wye design in 2007. Refer to **Section 4.17, Visual Quality and Aesthetics**, of this SEIR-2, for a discussion on the visual impact of the loss of this landscaping. This option would cause the removal of approximately 20 parking spaces and the displacement of a trash enclosure on the light industrial business east of the alignment and north of this proposed wye option. Shipper's access will be maintained with the construction

of a new industrial lead track. Because no displacements of residences or businesses would result from this option, the impact would be less than significant.

**No Wye/Industrial Lead Option.** Under this option, there is a connection of the UPRR rail from the tail track/yard lead to the northern leg of the existing Milpitas Wye. As compared to the impacts associated with the approved project, this option would cause an additional 1,350 feet of ROW extension between Great Mall Drive and the alignment (approximately STA 351+00 to 365+00) for a total of 3,550 feet of ROW extension starting at STA 329+00 and ending at STA 365+00, similar to the Wye and Industrial Lead Option described above. The 3,550 feet of ROW extension between Great Mall Drive and the alignment also would displace approximately 160 landscaping trees. These landscaping trees were planted since the approval of the previous Wye design in 2007. Refer to **Section 4.17, Visual Quality and Aesthetics**, of this SEIR-2, for a discussion on the visual impact of the loss of this landscaping. Unlike the previous two options, this option would not impact the 20 parking spaces and trash enclosure at the existing light industrial business north of Piper Drive. Shipper's access would be maintained with the construction of a new industrial lead track. Because no displacements of residences or businesses would result from the selection of this option, the impact would be less than significant.

***Design Change 14. System Facility North of Montague Expressway (STA 366+00)***

The location of Traction Power Station SME has been moved from just north of Montague Expressway east of the alignment to be located above the rail ROW north of Montague Expressway. This location would not cause the displacement of any residences or businesses (Figure C-17, STA 366+00 in **Appendix C**). This design change would therefore result in a less-than-significant impact.

**City of San Jose**

***Design Change 17. Pump Station Facilities at Trade Zone Boulevard (STA 401+00)***

The location of this pump station moved from within the ROW to a site north of Trade Zone Boulevard and west of the alignment. This facility would displace landscaping and 3 parking spaces, but would not displace the business operating at this site (STA 401+00). This design change therefore results in a less-than-significant impact.

***Design Change 18. Systems Facilities at Hostetter Road (STA 460+00)***

Traction Power Substation (TPSS) Site SMB has been relocated to south of Hostetter Road on the east side of the railroad corridor, within the existing VTA ROW, and has been renamed TPSS Site SHO. The relocation of this TPSS has

eliminated the impact to the 22 parking spaces impacted by the former TPSS SMB location south of Trade Zone Boulevard. A pump station would also be located on the east side of the alignment and south of Hostetter Road in the VTA ROW (Figure C-20, STA 401+00 in **Appendix C**). These facilities would not cause the displacement of any businesses or residences. This design change no longer results in an impact.

***Design Change 19. Pump Station Facilities at Sierra Road and Lundy Avenue (STA 488+00)***

The location of this facility moved from within the ROW south of the intersection of Sierra Road and Lundy Avenue to a site north of the intersection and west of the alignment. The construction of this pump station would cause the displacement of some landscaping, but would not displace any businesses or residences (STA 488+00). This design change therefore results in a less-than-significant impact.

***Design Change 20. Berryessa Station (STA 533+00)***

The number of displaced light industrial businesses at Berryessa Station has not changed since the approved project. However, modification of the station design would cause the displacement of 35 fewer vendor stalls at the San Jose Flea Market since the approved project, (Figures D-4 through D-6 in **Appendix D**). South of Mabury Road, Lenfest Road would be re-aligned to line up with Berryessa Station Way, which would displace landscaping and up to 3 parking spaces, but would not displace any businesses or residences. This design change therefore results in a less-than-significant impact.

***Design Change 21. Electrical Facilities near Las Plumas Road (STA 525+00)***

Gap Breaker Station SXB was renamed to Gap Breaker Station SXC and was relocated north from STA 553+00 to STA 525+00 within the UPRR ROW and under the aerial structure under Berryessa Station. No businesses or residences would be displaced at this new location. High Voltage Substation SMR has been renamed High Voltage Substation SLP, Switching Station SSM has been renamed Switching Station SSL, and both have been relocated to a site located east of the UPRR ROW and south of Las Plumas Avenue. The relocation of these facilities to this new location would displace four light industrial businesses, one shelter, and one training center. As in the approved project, a new high-voltage line would begin at High Voltage Substation SLP and run along Las Plumas Avenue to King Road for approximately 1,900 feet to the existing PG&E Mabury Substation. The existing PG&E high-voltage line on King Road would be upgraded to a combination of wood and tubular steel poles up to 80 feet tall, extending for approximately 550 feet to the PG&E Mabury Substation. Construction of the upgrade of the existing PG&E high-voltage line on King Road

would cause the displacement of up to 12 large landscaping trees. This impact is discussed in **Section 4.17, Visual Quality and Aesthetics** of this SEIR-2. This design change would therefore result in a less-than-significant impact.

### **Easements**

In addition to the design changes listed above, the need for both temporary and permanent easements was much more defined during Preliminary Engineering. **Table 4.15-5** shows a list of permanent easements required for Phase 1. Figures of these easements are provided in **Appendix H**. These easements are not included in **Appendices B** and **C** as they are not permanent ROW to be acquired by VTA. Temporary easements needed to construct Phase 1 are described in **subsection 4.19.4.13** of this SEIR-2.

**Table 4.15-5: Phase 1 – Summary of Impacts due to Permanent Easements**

<b>PIN #</b>	<b>APN</b>	<b>Type</b>	<b>Impact</b>
B2050A	519-1010-136	SDE, IEE	Temporary loss of 2 parking spaces and landscaping <sup>a</sup> for up to 3 years. Less than significant impact.
B2050A	519-1010-140	IEE	Less than significant impact.
B2166	519-1010-021	UE	Less than significant impact.
B2078	022-02-003	UE	Less than significant impact.
B2021	028-23-012	IEE	Less than significant impact.
B2563	028-23-011	UE	Less than significant impact.
B2576	241-27-000	IEE	Permanent loss of up to 4 parking spaces and removal of approximately 50 feet of a 7-9 foot high soundwall. New soundwall to be provided adjacent to track. Refer to 4.13 Noise and Vibration for noise mitigation. Less than significant impact.
B2034	241-03-014	IEE	Less than significant impact.
B2144	254-03-016	PSE	Less than significant impact.
B3012	254-03-007	PSE	Temporary displacement of materials storage area for up to 3 years.
B3100	254-03-027	PSE	Less than significant impact.
B3062	254-02-000	PSE	Temporary closure of Marburg Way for up to 2 years. Access would be maintained to businesses south of this location on Marburg Way.

<sup>a</sup> Landscaping to be replaced after construction is complete at a 1:1 ratio where feasible. Refer to Section 4.17, Visual Quality and Aesthetics.

Source: VTA, 2010.

#### **4.15.5 CONCLUSION**

VTA will provide financial assistance and relocation services to owners and occupants of businesses and the residence displaced by Phase 1 as part of VTA's Relocation Assistance Program. VTA's Relocation Program is consistent with all federal and State laws applicable to business and residential relocations. Therefore, no significant impacts would result from the implementation of Phase 1, and no mitigation is necessary.

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