

## 5.13 UTILITIES

This section discusses potential adverse effects of design and construction configurations to existing utilities within the SVRTC. Many of the utilities located along the BEP and SVRTP alternative alignments are similar and are addressed simultaneously within this section.

### 5.13.1 INTRODUCTION

Implementing the alternatives would have a long-term adverse effect related to utilities if they would require relocation of existing facilities resulting in adverse environmental effects. Short-term adverse construction effects are discussed in Section 6.2.2 of Chapter 6, Construction. Stormwater and drainage effects are discussed in Section 5.15, Water Resources.

### 5.13.2 IMPACT DISCUSSION

#### Utility Relocation

##### **No Build Alternative**

The No Build Alternative consists of the existing transit and roadway networks and planned and programmed improvements in the SVRTC (see Section 2.6, Related Projects, for a list of these projects). The No Build Alternative projects would likely result in effects to utilities typically associated with transit vehicles and facilities and roadway projects. Where utilities would be affected, mitigations could include avoidance or relocations in advance of construction. Projects planned under the No Build Alternative would undergo separate environmental review to determine whether the projects would adversely affect utilities.

##### **BEP and SVRTP Alternatives**

Table 4.13-1 in Chapter 4 of this document lists the major utilities known to exist in the SVRTC. To the extent possible, the BEP and SVRTP alignments and stations have been located to avoid conflicts with these major utilities. In certain instances, the location of the BEP and SVRTP alignments, stations, and ancillary facilities would require that some utilities be relocated. This is particularly true for the SVRTP Alternative's tunnel segment and for stations to be constructed by the cut-and-cover method, which include the Alum Rock, Downtown San Jose, and Diridon/Arena stations. Adverse construction effects to utilities are discussed in Chapter 6, Construction.

Relocation of utilities to new permanent locations generally would be performed in advance of construction of the BEP or SVRTP alternatives. Ongoing coordination with utility providers will be conducted during the Preliminary Engineering, Final Design, and

construction phases of the BEP or SVRTP alternatives to identify any potential conflicts and formulate strategies to overcome potential problems. In addition, the relocation of utilities will be coordinated with the proposed Downtown East Valley Santa Clara-Alum Rock Transit Improvement Project (SC-AR) that would construct bus rapid transit facilities on Santa Clara Street/Alum Rock Avenue between Diridon Station and Capitol Expressway in Phase 1 of the project then single car light rail transit facilities in Phase 2. Any utility effects will be scheduled to minimize service disruptions. Adjacent properties will be notified prior to any changes to utility services. The BEP and SVRTP alternatives would not result in long-term adverse effects to utility systems.

### **5.13.3 CUMULATIVE IMPACTS**

As previously discussed, since no long term effects from implementation of the alternatives would occur within the SVRTC, the alternatives would not contribute to cumulative effects related to utility systems.