

Chapter 6

CEQA Alternatives Analysis of Construction and Operation

6.1 Introduction

In accordance with the California Environmental Quality Act (CEQA), this chapter provides environmental analyses of the physical impacts that could result from implementation of the project. There is a separate section for each resource area analyzed. Each section contains a list of laws, regulations, policies, and plans that are relevant to the project; a description of the environmental setting; significance criteria and an explanation of methodology used in the impact analysis; a description of potential impacts; and, where feasible and appropriate, required avoidance, minimization, and mitigation measures (mitigation measures to reduce construction-period impacts are described in Chapter 5, *NEPA Alternatives Analysis of Construction*, and referenced in this chapter). Details of construction methods and schedule for the BART Extension Alternative are also provided in Chapter 5. Cumulative and growth-inducing impacts are discussed in Chapter 7, *Other NEPA and CEQA Considerations*.

For the purposes of CEQA, three alternatives are evaluated in this chapter: the No Project Alternative, the BART Extension Alternative, and the BART Extension with TOJD Alternative.

6.1.1 Transit-Oriented Joint Development Construction Assumptions

Construction of transit-oriented joint development (TOJD) at station sites and retail at ventilation facility sites would involve typical construction activities associated with office, retail, residential, and other uses. The majority of TOJD within the BART station areas would occur after the BART facilities are completed. However, during construction of the BART facilities, additional work to facilitate TOJD would also be undertaken. This could involve utility relocation and additional structural support to accommodate TOJD. Because it would be at a much smaller scale than the TOJD at BART stations, TOJD at the ventilation facility sites could be more closely coordinated with the ventilation facility construction activities.

Construction of TOJD is scheduled to commence as soon as each construction staging area becomes available, and there would be no interference with BART system testing. TOJD construction activities at each site would last approximately 18 months. Because the TOJD would be constructed on the staging areas for the BART facilities, all of the sites would be vacant and disturbed prior to construction. If approved, underground parking would be constructed first. This would be followed by construction of the foundations and then buildings.

Construction of the underground parking garages and their foundations would require excavation of soils. The TOJD station sites would have between one and three levels of underground parking. Additionally, there would be trenching in San Jose's and Santa Clara's rights-of-way in adjacent streets. There could also be some temporary lane closures.

6.1.1.1 Construction Security and Staging

Construction activities would be contained with a chain-link fence around each of the TOJD sites. Construction materials and equipment would be staged onsite.

6.1.1.2 Construction Hours

TOJD construction in San Jose would comply with the City ordinance that generally limits construction hours to 7:00 a.m. to 7:00 p.m. every day of the week, except holidays. TOJD construction in Santa Clara would comply with Section 9.10.040 of the City of Santa Clara City Code, which includes regulations related to noise generated by construction and stipulates that no construction activity would commence prior to 7:00 a.m. or continue later than 6:00 p.m. Monday through Friday, or prior to 9:00 a.m. and after 6:00 p.m. on Saturdays that are not holidays. Additionally, no noise-generating work shall be permitted on Sundays or holidays unless prior written approval is granted by the Chief Building Official.