

### 3.15 Utilities

This section describes the potential utilities impacts associated with the proposed changes to the approved project. Utilities include stormwater drainage systems, sanitary sewer lines, water lines, gas and electricity lines, and telecommunication lines.

## Environmental Setting

The existing utilities conditions and applicable regulations remain unchanged since the certification of the 2014 Subsequent IS/MND.

## Environmental Impacts and Mitigation

This impact discussion primarily focuses on the proposed changes to the approved project that could result in new or more significant utilities impacts compared to the impacts previously identified and analyzed for the approved project.

Similar to the approved project, the proposed changes to the approved project would require the relocation of utilities during construction, which requires disruption of service. The proposed changes to the project would require the relocation of a 3-inch high pressure natural gas line under Cunningham Avenue. The proposed changes would also include the relocation of PG&E electrical transmission facilities. Other relocations and modifications to utilities may be required once final design of the proposed changes is complete. However, the utility relocations would not be uncommonly large or complex. Related service disruptions are not expected to last more than a few hours, and disruptions of 24 hours or more are highly unlikely. The proposed changes to the approved project would not substantially increase utilities impacts during construction beyond what was previously identified and analyzed for the approved project.

The proposed changes to the approved project would not alter approved project operations, which would entail operating light rail trains using electricity delivered through an OCS primarily within the median of the Capitol Expressway corridor. The primary required utility would be electricity and water, and there would be minimal demand for other utilities such as gas, telecommunications, and sanitary sewage. The demand for utilities associated with the proposed changes would not require the construction of new or additional electrical, gas, water, telecommunications, or sanitary sewage facilities. The proposed relocation of PG&E electrical transmission facilities, including two additional TSPs and an increase in height up to approximately 121 feet for one TSP to clear the proposed aerial guideway, would not be required due to increased demand; rather, these proposed changes would be required to accommodate the proposed aerial guideway.

The majority of the proposed changes to the approved project (including the modifications to the Eastridge Station platforms and tracks; the reduction in parking spaces at the Eastridge Park-and-Ride lot; minor shift in the location and straightening of the Story Station pedestrian overcrossing; modification to Story Station pedestrian

access; relocation of a construction staging area; and relocation of PG&E electrical transmission facilities) would not increase the amount of impervious areas within the corridor compared to the approved project. Thus, these proposed changes would not increase the generation of runoff or the need for the construction of new stormwater drainage systems or expansion of existing systems beyond what was previously identified and analyzed for the approved project.

Two proposed changes to the approved project (the extension of the aerial guideway to grade-separate the Ocala Avenue and Cunningham Avenue intersections and revisions to Capitol Expressway roadway lane configurations) could change the amount of impervious areas within the corridor compared the approved project, resulting in an associated change in the amount of runoff directed to the existing stormwater drainage system. As discussed in Section 3.10, *Hydrology and Water Quality*, the proposed replacement of the at-grade track alignment with an aerial guideway between south of Story Road and north of Tully Road would introduce an impervious elevated surface above a pervious median. The proposed revisions to the Capitol Expressway roadway configuration would require roadway widening, which could create minor additional impervious areas. Overall, it is anticipated that these proposed changes to the approved project would result in a slight increase in impervious areas within the corridor, but it is unlikely this slight increase would have any substantial effect on the existing storm drainage system. At this preliminary stage of design, the exact difference in the amount of impervious area compared to the approved project is unknown and an assessment of the amount of existing pervious area being replaced has not yet been completed. The proposed aerial guideway would include appropriate drainage facilities that would be directed to the existing storm drainage system. In addition, BMPs and stormwater treatment measures would be implemented to reduce runoff generated by the proposed changes to the approved project. Under existing conditions, the stormwater drainage system is not sufficient at some locations due to undersized pipes and inadequate slopes. As with the approved project, only the portions of the stormwater drainage system that are in conflict with the proposed changes to the approved project would be replaced at the same capacity. Therefore, the existing stormwater drainage system would continue to be deficient until the capacity of pipes is increased and inadequate slopes are improved. Pipes that are under capacity and drainage facilities with inadequate slopes could result in poor or inadequate drainage flow rates, and could result in localized ponding or flooding during storm events. However, the additional impervious areas resulting from the proposed changes to the approved project would not exacerbate the existing stormwater drainage system issues beyond what was previously identified and analyzed for the approved project, or contribute to cumulative effects due to the incorporation of BMPs and stormwater treatment to reduce runoff.

**Impact:** Based on the analysis above, the proposed changes to the approved project would not result in new significant effects or a substantial increase in the severity of previously identified significant impacts related to utilities.

The following impact from the 2005 Final EIR would apply to the proposed changes to the approved project: UTL (CON)-1 (Disrupt a

Utility Service for a Period of 24 Hours or More) and UTL-3 (Require or Result in the Construction of New Stormwater Drainage Facilities or Expansion of Existing Facilities).

**Mitigation:** Operation. None required. This impact is “Less than Significant.”

Construction. The following mitigation measure identified in the 2005 Final EIR would still apply to the proposed changes to the approved project: UTL (CON)-1 (Coordinate with Utility Service Providers Prior to Construction of Light Rail Facilities). Inclusion of this mitigation measure would reduce this impact to “Less than Significant.”

**Less-than-significant operational and construction impacts with mitigation.**

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