

### 3.14 Socioeconomics

This section describes the potential socioeconomic impacts associated with the proposed changes to the approved project. Socioeconomic impacts refers to the potential to negatively affect the population, household, and community characteristics of an area through physical divisions, disruption of efforts to economically revitalize the area, growth inducement, displacement of businesses or housing, and increased demand for housing.

#### Environmental Setting

The following applicable data were either adopted or updated subsequent to the certification of the 2005 Final EIR, 2007 Final SEIR, or 2014 Subsequent IS/MND. The study area for the purposes of the socioeconomics analysis includes the census tracts located adjacent to the Capitol Expressway corridor within the project limits (5033.05, 5033.06, 5033.21, 5035.06, 5035.10, 5035.11, 5040.01, and 5040.02). Information from the 2000 U.S. Census was used in the 2005 Final EIR to describe the demographic characteristics of the study area for the approved project and the City of San Jose (City). For this section, 2016 American Community Service data are used to describe existing demographic characteristics of the study area.

According to the 2005 Final EIR, the study area for the approved project had housing vacancy rates (2%) that were equal to the City as a whole. The study area and the City as a whole were expected to substantially gain population and employment over the next 20 years. By 2025, it was predicted that the City would have a total population of 1,230,664 people, an increase of 38% from 2000. The study area was expected to grow slower, with an increase of 21% over the same time period. The projected increase in employment is similar in both the City and the study area; the City was expected to increase its employment by 31% by 2025, while study area employment is expected to grow by 29%. Overall, residents of the study area for the approved project were as likely to be transit dependent as residents of the City as a whole.

Table 3.14-1 shows the existing (2017) population, housing, and employment characteristics of the study area and of the City. There are a large number of residential areas within the corridor and the study area is predominately owner-occupied, single-family residential homes. The City has more multi-family homes (43%) than the study area (25%), and higher percentages of renter-occupied housing (43%) than the study area (40%). The vacancy rate in the study area (1%) is lower than the vacancy rate in the City (3%).

Transit dependency is characterized by the following.

- The population unlikely to drive (those under 18 and over 65 years of age).
- The number of workers using public transportation.
- The number of persons below the poverty line.

Table 3.14-2 shows the transit dependency characteristics of the City and study area. Table 5.2-1 in Section 5.2, *Environmental Justice*, of the SEIR-2 shows the poverty characteristics of the City and study area. The study area has similar percentages of the population that is under 18 (25%) and over 65 (10%) when compared to the City (23% and 11%, respectively). The percentage of the population that uses public transportation to get to work is the same in the study area as in the City (4%). The individual census tracts have varying percentages of workers that use public transportation, varying from 2% to 7%. The percentage of workers with no access to a vehicle is higher in the study area (2%) than in the City as a whole (1%).

## 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 socioeconomic impacts compared to the impacts previously identified and analyzed for the approved project.

As with the approved project, the proposed changes to the approved project would not physically divide the community because it would be within an established transportation corridor. It is anticipated that the proposed changes would help to improve the corridor rather than detract from efforts to economically revitalize it. In addition, the proposed changes would not affect population or housing demand in the study area. As such, the proposed changes to the approved project would not result in impacts related to physically dividing an established community, inducing substantial growth, or creating a demand for additional housing. Consistency of the proposed changes with applicable regional plans and policies is discussed in Section 3.11, *Land Use*.

The Eastridge Park-and-Ride lot currently includes approximately 180 parking spaces. The approved project increases the parking to 445 spaces at Eastridge Station to partially address the increased demand of 481 spaces from the project. As part of the proposed changes to the approved project, VTA is proposing to reduce the parking to approximately 200 spaces due to the relocation of VTA Paratransit staff and vehicles to a remodeled building at this location in September 2017. The relocation of VTA Paratransit staff and vehicles to this location has reduced the availability of parking at the Eastridge Park-and-Ride lot. As shown in Table 2-2 in Chapter 2, *Changes to the Approved Project, Changes in Circumstances, and Introduction of New Information*, based on updated VTA forecasts, the proposed changes to the approved project would increase existing (2017) parking demand to 114 parking spaces. In years 2023 and 2043, the proposed changes to the approved project would increase parking demand to 293 vehicles and 374 vehicles, respectively.

For right-of-way needs, the approved project required the entire property of seven residential properties and three commercial properties located adjacent to the Capitol Expressway. Additionally, temporary and permanent right-of-way needs were required under each alternative. Refer to Table 4.16-3 in the 2005 Final EIR for a summary of right-of-way requirements by option and refer to Table 4.16-4 in the 2005 Final EIR for a complete listing of the potential right-of-way requirements for the approved project.

**Table 3.14-1 Existing (2017) Population, Employment, and Housing Characteristics for the City of San Jose and the Study Area**

Location/ Census Tract	Population	Employment <sup>1</sup>	Housing							
			Housing Units	Percent Occupied	Percent Vacant	Percent Single Family	Percent Multi- Family	Percent Other	Percent Owner- Occupied	Percent Renter- Occupied
City of San Jose	1,009,363	500,238	328,185	97%	3%	53%	43%	3%	57%	43%
<b>Study Area for the Proposed Changes</b>	<b>44,505</b>	<b>20,623</b>	<b>10,161</b>	<b>99%</b>	<b>1%</b>	<b>72%</b>	<b>25%</b>	<b>3%</b>	<b>60%</b>	<b>40%</b>
5033.05	6,378	3,028	1,522	99%	1%	77%	17%	6%	62%	38%
5033.06	4,276	1,863	923	98%	2%	80%	3%	17%	72%	28%
5033.21	4,942	2,447	1,105	99%	1%	98%	2%	0%	82%	18%
5035.06	6,190	2,740	1,314	98%	2%	72%	28%	0%	57%	43%
5035.10	6,079	2,702	1,407	100%	0%	72%	28%	0%	52%	48%
5035.11	3,810	1,878	876	99%	1%	88%	11%	1%	71%	29%
5040.01	6,302	3,140	1,575	99%	1%	53%	47%	0%	54%	46%
5040.02	6,528	2,825	1,439	99%	1%	54%	44%	2%	42%	58%

Notes:

<sup>1</sup> Employment includes workers over 16 years old.

Source: U.S. Census Bureau 2017a, 2017b, 2017e.

**Table 3.14-2 Existing (2017) Transit Dependency Characteristics for the City of San Jose and the Study Area**

Location/ Census Tract	Population	Persons Under 18	Percent under 18	Persons 65 and Over	Percent 65 and Over	Total Workers	Workers Using Public Transit	Percent Using Public Transit
City of San Jose	1,009,363	236,955	23%	115,534	11%	486,960	20,394	4%
<b>Study Area for the Proposed Changes</b>	<b>44,505</b>	<b>11,067</b>	<b>25%</b>	<b>4,386</b>	<b>10%</b>	<b>20,073</b>	<b>897</b>	<b>4%</b>
5033.05	6,378	1,379	22%	1,021	16%	2,932	57	2%
5033.06	4,276	1,103	26%	530	12%	1,833	69	4%
5033.21	4,942	905	18%	853	17%	2,388	47	2%
5035.06	6,190	1,729	28%	482	8%	2,628	197	7%
5035.10	6,079	1,698	28%	464	8%	2,674	108	4%
5035.11	3,810	845	22%	509	13%	1,859	88	4%
5040.01	6,302	1,736	28%	527	8%	3,063	163	5%
5040.02	6,528	1,672	26%	786	12%	2,696	168	6%

Notes:

<sup>1</sup> Workers includes workers over 16 years old.

Source: U.S. Census Bureau 2017c, 2017d.

**Table 3.14-3 Preliminary Property Right-of-Way Requirements for the Proposed Changes**

No.	Assessor's Parcel Number	Address	Existing Use	Right-of-Way Needed	Right-of-Way Requirement (square feet)		Partial or Full Right-of-Way Requirement
					Permanent	Temporary	
1	484-33-108	2701 Story Road	Business	TCE	0	237	Partial
2	488-01-041	2710 Story Road	Business	Partial Fee Take, TCE, Permanent Easement	1,175	1,845	Partial
3	488-01-002	1148 Kollmar Drive	Business	Partial or Full Fee Take, <sup>1</sup> TCE	2,428	1,523	Partial
4	488-01-004	2710 Kollmar Drive	Multi-Family	TCE	0	687	Partial
5	488-01-037	2709 Sussex Drive	Single-Family	TCE	0	74	Partial
6	491-01-016	SE Corner of Capitol Expressway & Cunningham Avenue	Public	Partial Fee Take, TCE <sup>2</sup>	514	701	Partial
7	491-02-073	3000 E. Capitol Expressway	Business	Partial Fee Take, TCE, Permanent Easement	2,246	1,757	Partial
8	491-02-074	3001 E. Capitol Expressway	Business	Partial Fee Take, TCE, Permanent Easement	8,496	10,582	Partial
9	491-02-069	2880 E. Capitol Expressway	Business	Permanent Easement	922	0	Partial
10	491-02-070	2950 E. Capitol Expressway	Business	Permanent Easement	1,582	0	Partial
11	491-02-071	2950 E. Capitol Expressway	Business	Permanent Easement	4,644	0	Partial
12	491-02-072	2990 E. Capitol Expressway	Business	TCE, Permanent Easement	1,194	1,917	Partial
13	491-02-066	Thompson Creek	Public	Permanent Easement	21,770	0	Partial
14	491-48-006	Thompson Creek	Public	Permanent Easement	4,706	0	Partial
15	484-45-060	2686 Lombard Avenue	Single-Family	TCE	0	465	Partial
16	484-45-061	353 S. Capitol Avenue	Single-Family	TCE	0	337	Partial
17	484-45-062	455 S. Capitol Avenue	Single-Family	TCE	0	310	Partial

No.	Assessor's Parcel Number	Address	Existing Use	Right-of-Way Needed	Right-of-Way Requirement (square feet)		Partial or Full Right-of-Way Requirement
					Permanent	Temporary	
18	484-45-116	461 S. Capitol Avenue	Business	Partial Fee Take, TCE	2,277	2,223	Partial
19	484-34-015	1017 S. Capitol Avenue	Single-Family	TCE	0	250	Partial
20	484-34-016	1033 S. Capitol Avenue	Single-Family	Partial Fee Take, TCE	22	250	Partial
21	484-34-017	1049 S. Capitol Avenue	Single-Family	Partial or Full Fee Take, <sup>1</sup> TCE	225	335	Partial
22	484-34-131	1091 & 1093 S. Capitol Avenue	Business	Partial or Full Fee Take <sup>1</sup> , TCE	1,829	277	Partial
23	484-34-019	2695 Story Road	Business	Partial Fee Take, TCE	3,977	878	Partial
24	486-39-025	1330 Foxdale Loop	Multi-Family	TCE	0	4,593	Partial
25	486-43-106	2690 Story Road	Business	Partial Fee Take, TCE	1,479	3,343	Partial
26	486-43-108	2680 Story Road	Business	TCE. Permanent Easement	3	6	Partial
27	491-15-003	Reid-Hillview Airport	Public	Partial Fee Take, TCE, Permanent Easement	8,299	1,084	Partial
28	491-15-041	Swift Avenue	Utility	Partial Fee Take, TCE Permanent Easement <sup>2</sup>	1,817	816	Partial
29	491-13-009	Reid-Hillview Airport	Public	Permanent Easement	1,401	0	Partial
30	491-05-001	North of Airport Access Road	Public	TCE, Permanent Easement	1,699	106,481	Partial
31	491-05-020	Reid-Hillview Airport	Public	Partial Fee Take, Permanent Easement, TCE	16,598	5,169	Partial
32	491-04-012	290 E. Capitol Expressway	Business	Full Fee Take	3,030	0	Full
33	491-04-047	290 E. Capitol Expressway	Business	Full Fee Take	5,864	0	Full
34	484-33-110	2785 Mervyns Way	Public	Partial Fee Take, TCE	374	642	Partial

No.	Assessor's Parcel Number	Address	Existing Use	Right-of-Way Needed	Right-of-Way Requirement (square feet)		Partial or Full Right-of-Way Requirement
					Permanent	Temporary	
35	NA	NA <sup>2</sup>	Public Right-of-Way	Permanent Easement	32,575	0	Partial
36	NA	NA <sup>2</sup>	Public Right-of-Way	Permanent Easement	4,134	0	Partial
<b>Total Right-of-Way Needed:</b>					<b>135,280</b>	<b>146,782</b>	<b>NA</b>

Notes:

TCE = Temporary Construction Easement; NA = Not Applicable; IEE = Ingress Egress Easement

Partial Fee Take refers to the partial right-of-way need of a parcel; Full Fee Take refers to the full right-of-way need of a parcel.

<sup>1</sup> These areas are within public right-of-way, and do not have an Assessor's Parcel Number or address associated with them.

Source: BKF 2018.

The proposed changes to the approved project would require additional property right-of-way needs not identified in the previous environmental documents prepared for this project. Table 3.14-3 and Figure 3.14-1 identify the temporary and permanent property right-of-way needs required as part of the proposed changes to the approved project. Temporary property right-of-way needs, labeled as temporary construction easements in Figure 3.14-1, means the land would be used temporarily during construction in order to construct the proposed changes; it would be returned to the landowner following the construction period. Permanent right-of-way needs are real estate rights required to construct the approved project, which may include fee interests or easement interests, including, but not limited to: ingress/egress easements, roadway easements aerial guideway easements, public service easements, and utility easements, as labeled in Figure 3.14-1.

As shown in Table 3.14-3, permanent property right-of-way needs of 135,280 square feet and temporary property right-of-way needs of 146,782 square feet of property would be required to construct and implement the proposed changes to the approved project. Most of these property right-of-way needs would require part of the property (partial). However, the proposed changes to the approved project would require the entire property (full) of two parcels. Overall, the proposed changes to the approved project would require less property right-of-way needs to construct and implement compared to the approved project. In addition, most of the required property right-of-way needs would be partial. The property right-of-way needs are as follows.

- **Full Property Required.** The two parcels that would be required in full are both located at 290 E. Capitol Expressway (Assessor’s Parcel Numbers [APNs] 491-04-012 and 491-04-047) and are owned by the same owners, Lawyers Title Ins. Corp./Arcadia Development Co. They are classified as businesses, but there are no businesses currently occupying the parcels. The parcels are in front of and adjacent to the Beshoff Infiniti car dealership on the southwest corner of Tully Road and Capitol Expressway. This would not be expected to affect the Beshoff Infiniti dealership operations. These two parcels are required to construct Eastridge Station.
- **Partial Property Required.** As shown in Figure 3.14-1, partial property right-of-way needs would be required at various locations within the project corridor, including the following.
  - Businesses on Story Road and E. Capitol Expressway.
  - Businesses and residences on Kollmar Drive and S. Capitol Avenue.
  - Residences on Sussex Drive, Lombard Avenue, and Foxdale Loop.
  - Public uses on Thompson Creek, Reid-Hillview Airport, and Mervyns Way.

In addition, temporary easements for construction and permanent easements for utilities and maintenance would also be required. Partial property right-of-way needs would primarily affect landscaping at commercial properties, and front and back yards of residential properties. Right-of-way negotiations with the property owners would occur during final design of the project.



Despite all of the anticipated property right-of-way needs associated with the proposed changes to the approved project, the proposed changes are not anticipated to result in an adverse effect related to the displacement of residential or business properties. The number of properties needed is low for a project of this scale. All properties would be purchased at fair market value and relocation assistance would be provided where applicable in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended. Thus, the proposed changes to the approved project would not result in a greater socioeconomic impact compared to the impacts previously identified and analyzed for the approved project.

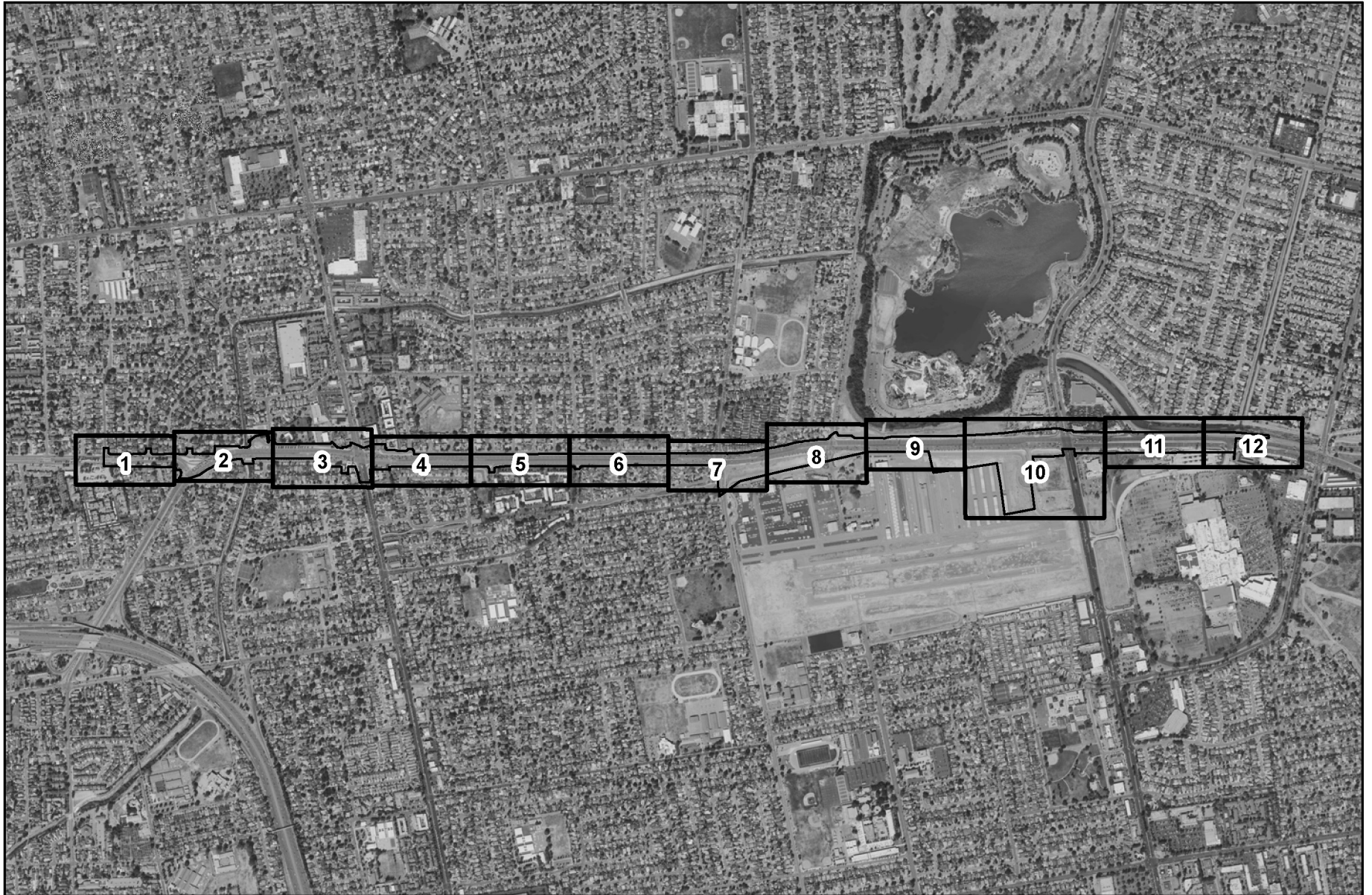
**Impact:** Based on the analysis above, the proposed changes to the approved project would not result in new significant impacts or a substantial increase in the severity of previously identified significant impacts related to socioeconomics.

The following impact from the 2005 Final EIR would still apply to the proposed changes to the approved project: SOC-16 (Displacement of Existing Businesses or Housing).

**Mitigation:** The following mitigation measures identified in the 2005 Final EIR would still apply to the proposed changes to the approved project: SOC-16a (Comply with Legislation for Acquisition and Relocation) and SOC-16b (Inform Residents and Businesses of Project Status).

Inclusion of these mitigation measures would reduce this impact to “Less than Significant.”

**Less-than-significant impacts with mitigation.**

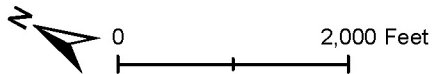


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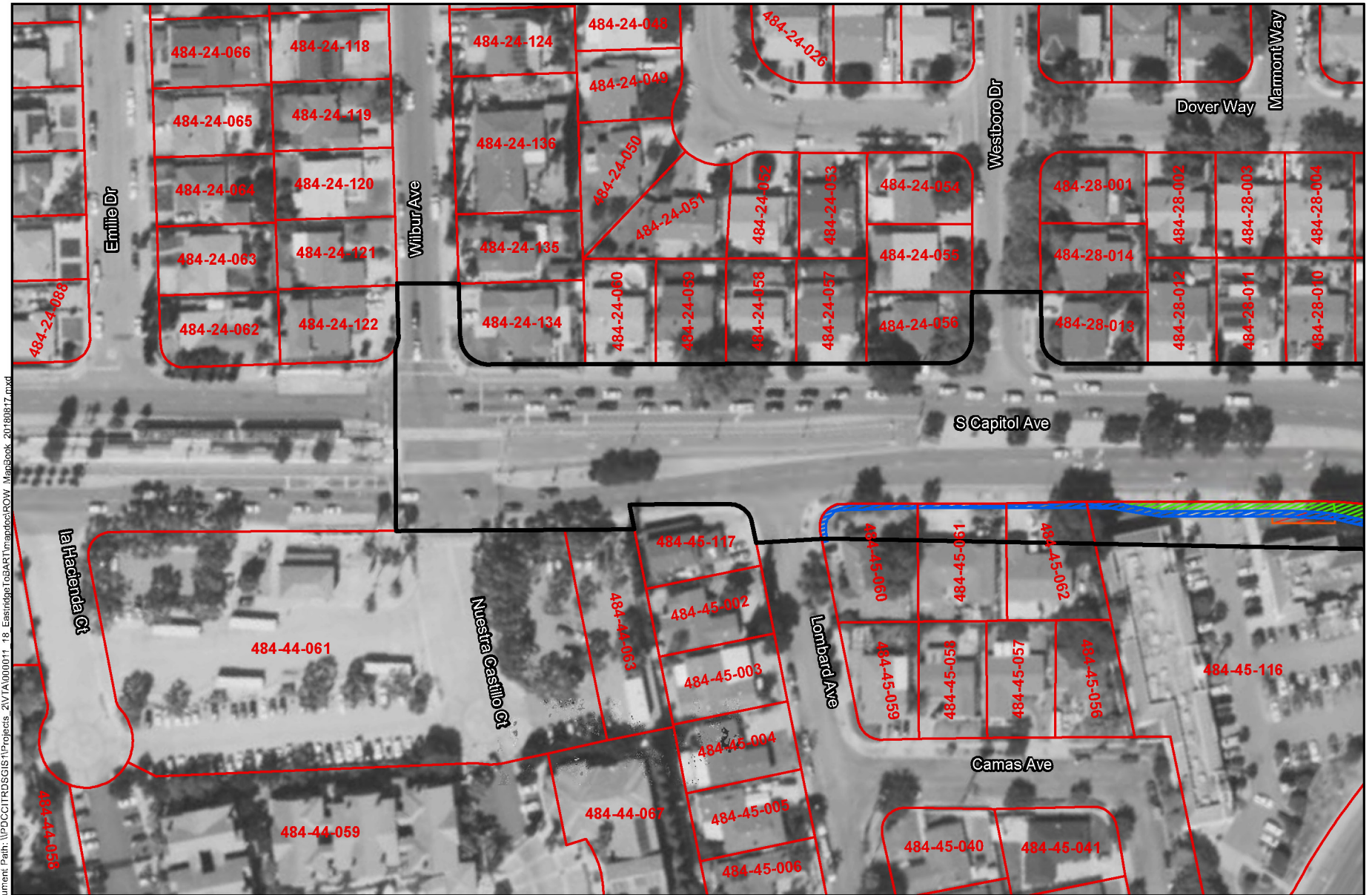
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 Capitol Expressway Corridor

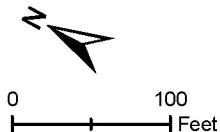
 Map Book Sheet



**Figure 3.14-1**  
**Right-of-Way Requirements for**  
**the Proposed Changes**



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- Legend**
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  - Assessor Parcel Numbers

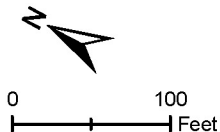
- Permanent Impacts**
- Ingress Egress Easement
  - Right-of-Way Take
  - Aerial Guideway Easement
  - Public Service Easement

- Temporary Impacts**
- PG&E Electric Transmission Easement (Overhead Easement)
  - Temporary Construction Easement



**Figure 3.14-1**  
**Right-of-Way Requirements for the Proposed Changes**  
 (Sheet 1 of 12)







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**Legend**


-  Capitol Expressway Corridor
-  Parcel Boundary
- Assessor Parcel Numbers
- 111-11-111

**Permanent Impacts**

-  Ingress Egress Easement
-  Right-of-Way Take
-  Aerial Guideway Easement
-  Public Service Easement

-  PG&E Electric Transmission Easement (Overhead Easement)

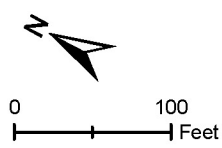
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-  Temporary Construction Easement

**Figure 3.14-1**  
**Right-of-Way Requirements for the Proposed Changes**  
 (Sheet 2 of 12)



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**Legend**

- Capitol Expressway Corridor
- Parcel Boundary
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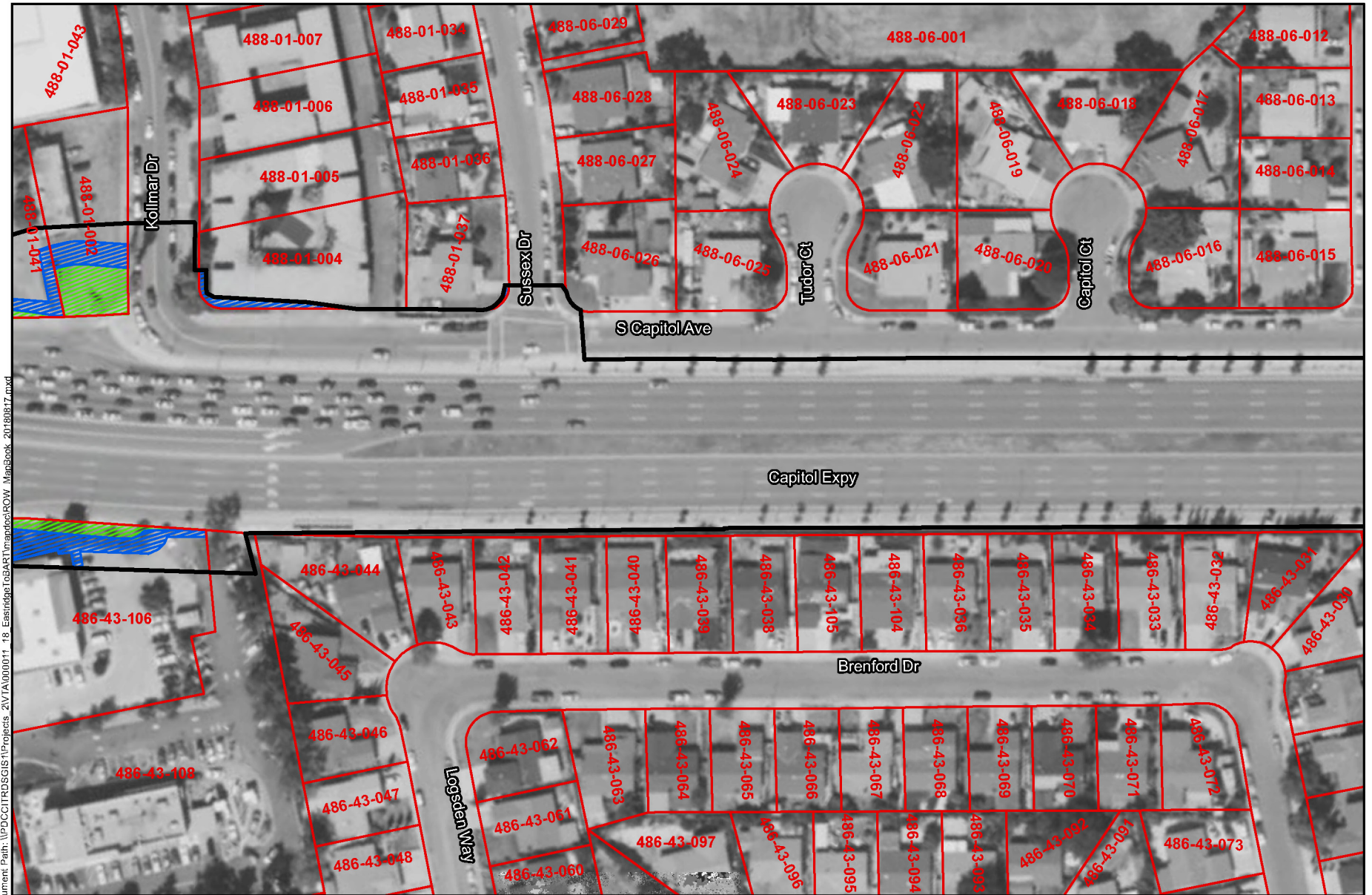
**Permanent Impacts**

- Ingress Egress Easement
- Right-of-Way Take
- Aerial Guideway Easement
- Public Service Easement

**PG&E Electric Transmission Easement (Overhead Easement)**




- Temporary Impacts**
- Temporary Construction Easement

**Figure 3.14-1**  
**Right-of-Way Requirements for the Proposed Changes**  
 (Sheet 3 of 12)








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**Legend**


-  Capitol Expressway Corridor
-  Parcel Boundary
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**Permanent Impacts**

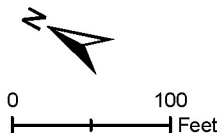
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-  PG&E Electric Transmission Easement (Overhead Easement)

**Temporary Impacts**

-  Temporary Construction Easement


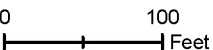
**Figure 3.14-1**  
**Right-of-Way Requirements for the Proposed Changes**  
 (Sheet 4 of 12)









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 Capitol Expressway Corridor  
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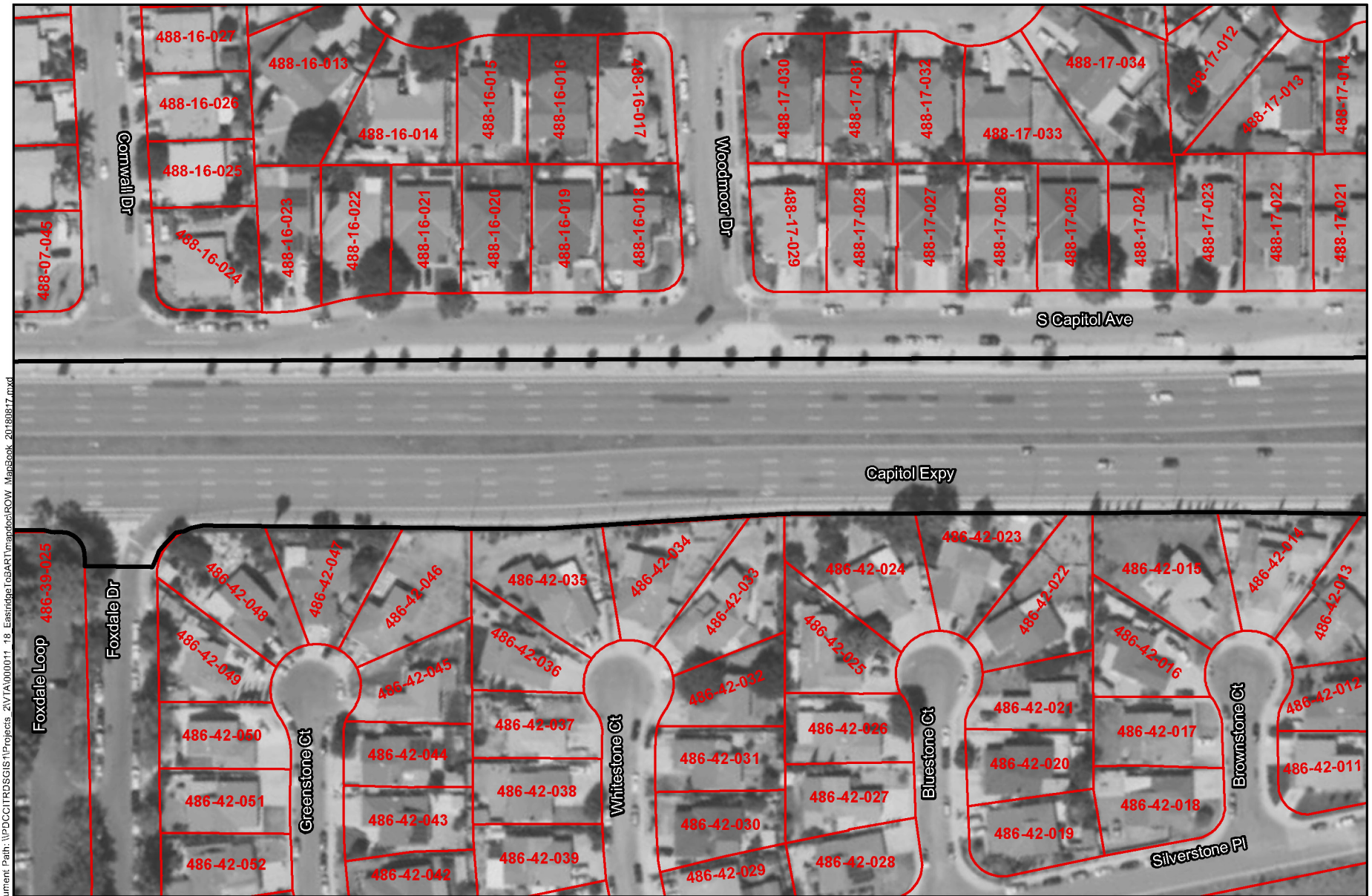
**Permanent Impacts**

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 Aerial Guideway Easement  
 Public Service Easement

**Temporary Impacts**




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 Temporary Construction Easement

**Figure 3.14-1**  
**Right-of-Way Requirements for the Proposed Changes**  
 (Sheet 5 of 12)








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**Legend**


-  Capitol Expressway Corridor
-  Parcel Boundary
-  Assessor Parcel Numbers

**Permanent Impacts**

-  Ingress Egress Easement
-  Right-of-Way Take
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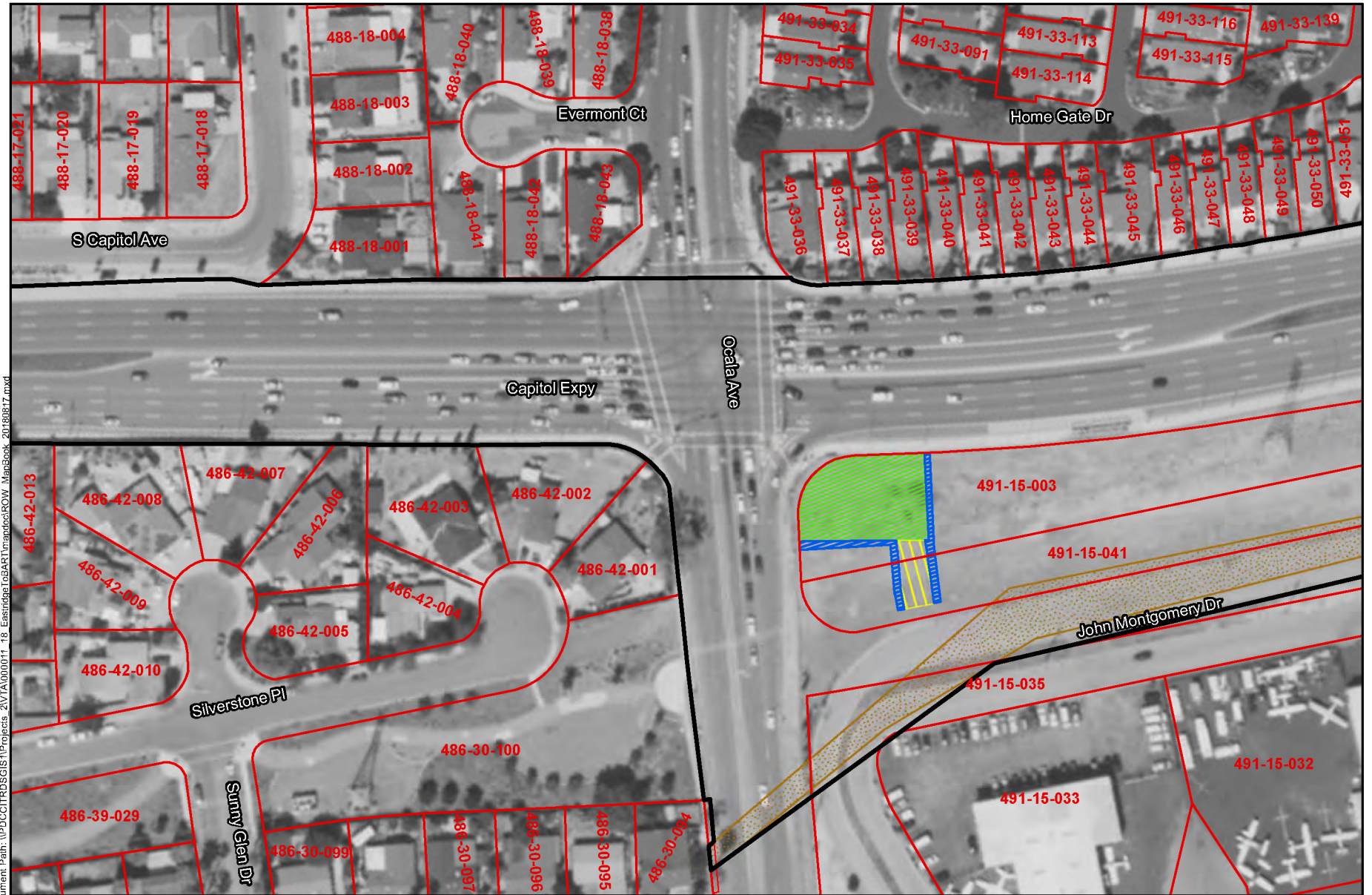
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**Temporary Impacts**

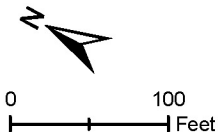
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**Figure 3.14-1**  
**Right-of-Way Requirements for the Proposed Changes**  
 (Sheet 6 of 12)





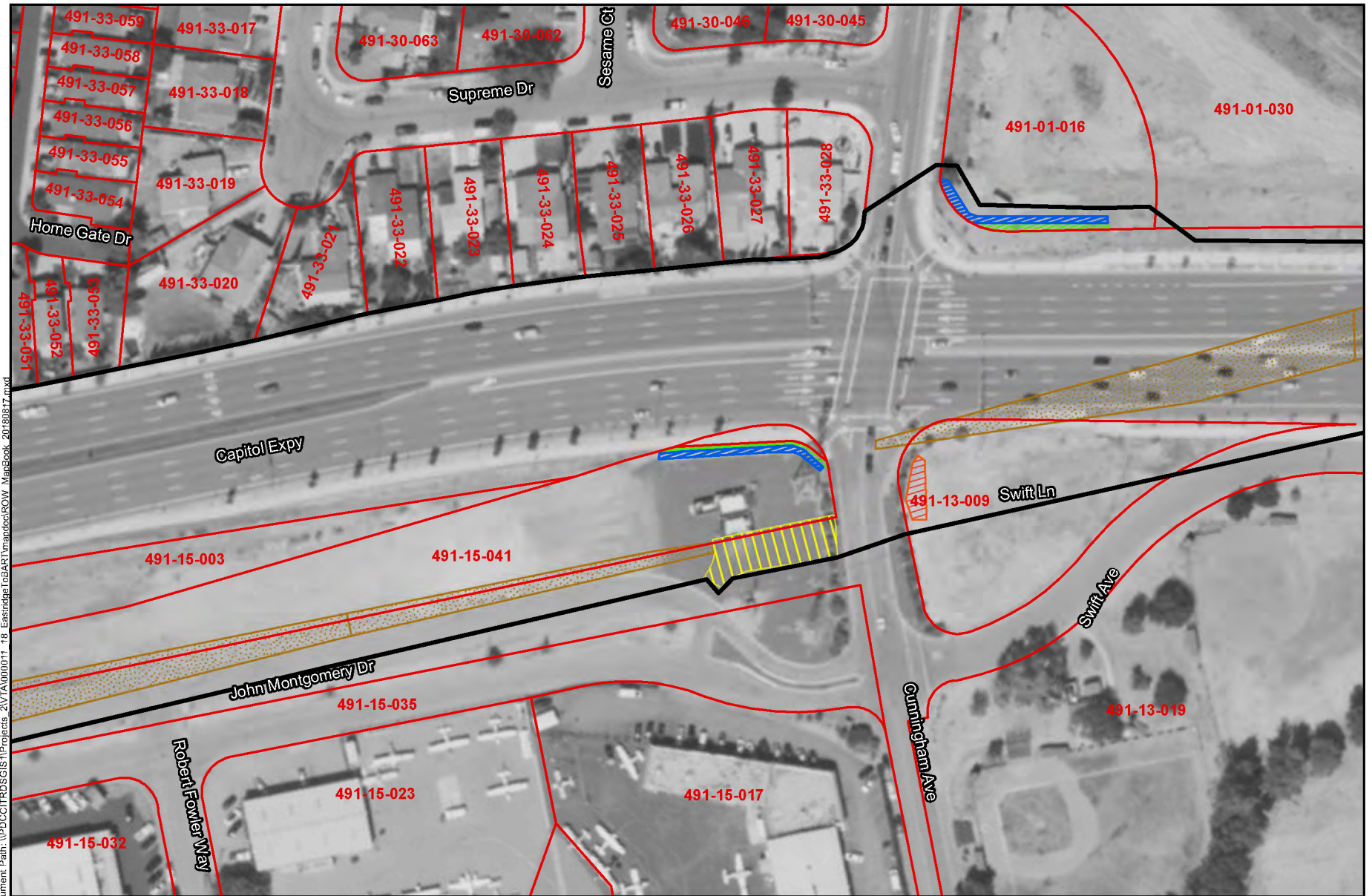
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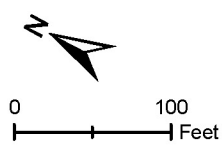
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  - Permanent Impacts: Right-of-Way Take
  - Permanent Impacts: Aerial Guideway Easement
  - Permanent Impacts: Public Service Easement

- PG&E Electric Transmission Easement (Overhead Easement)
- Temporary Impacts**
- Temporary Construction Easement

**Figure 3.14-1**  
**Right-of-Way Requirements for the Proposed Changes**  
 (Sheet 7 of 12)



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**Legend**

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- Parcel Boundary
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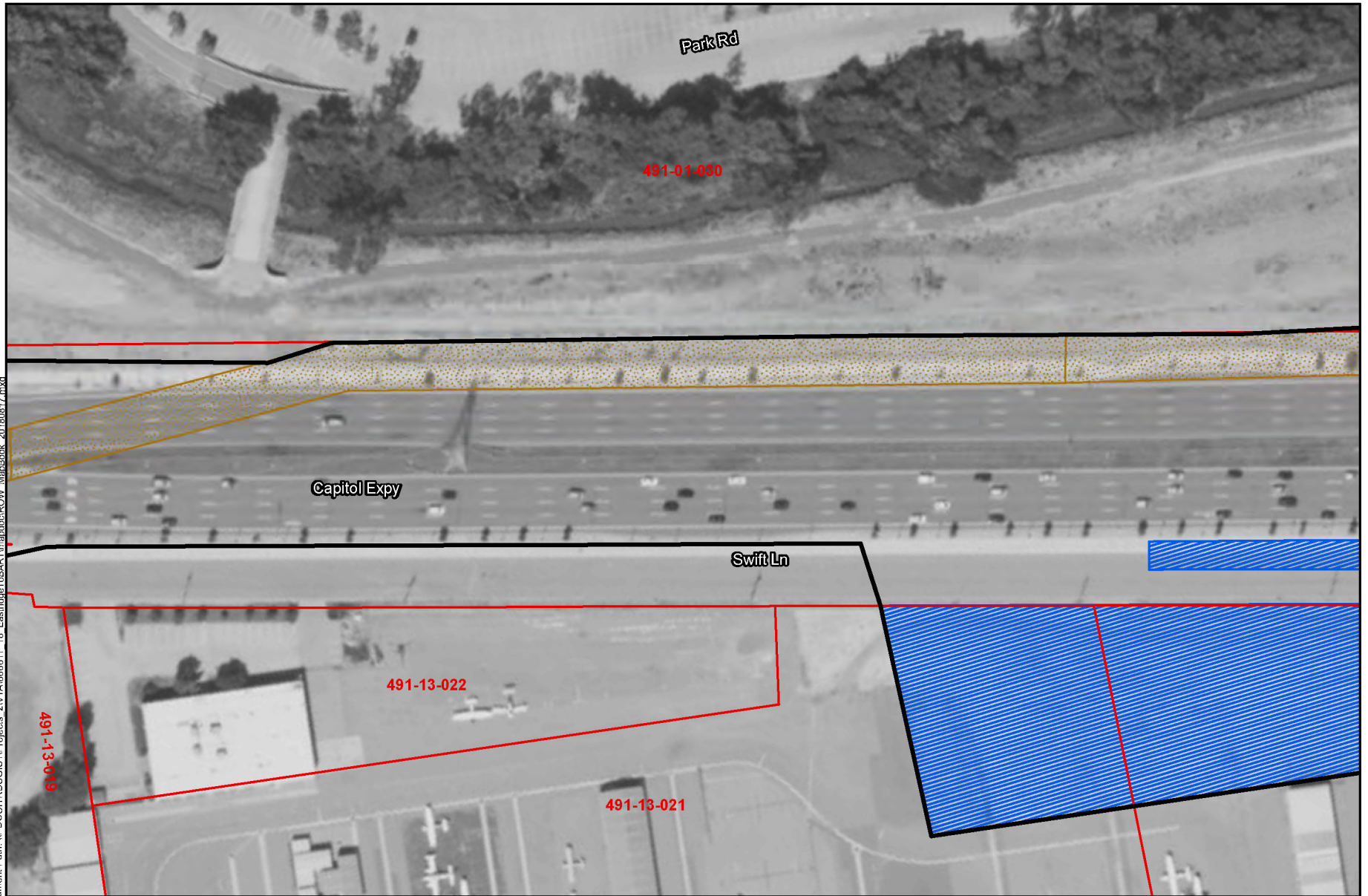
**Permanent Impacts**

- Ingress Egress Easement
- Right-of-Way Take
- Aerial Guideway Easement
- Public Service Easement

**Temporary Impacts**

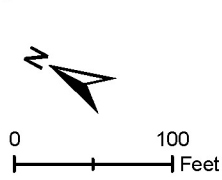
- Temporary Construction Easement
- PG&E Electric Transmission Easement (Overhead Easement)

**Figure 3.14-1**  
**Right-of-Way Requirements for the Proposed Changes**  
 (Sheet 8 of 12)



Document Path: \\PDCCT\PROJ\GIS\1\Projects\_2\VA\000011\_18\_Eastridge\GISART\mapdocs\ROW\_MapBook\_20180817.mxd

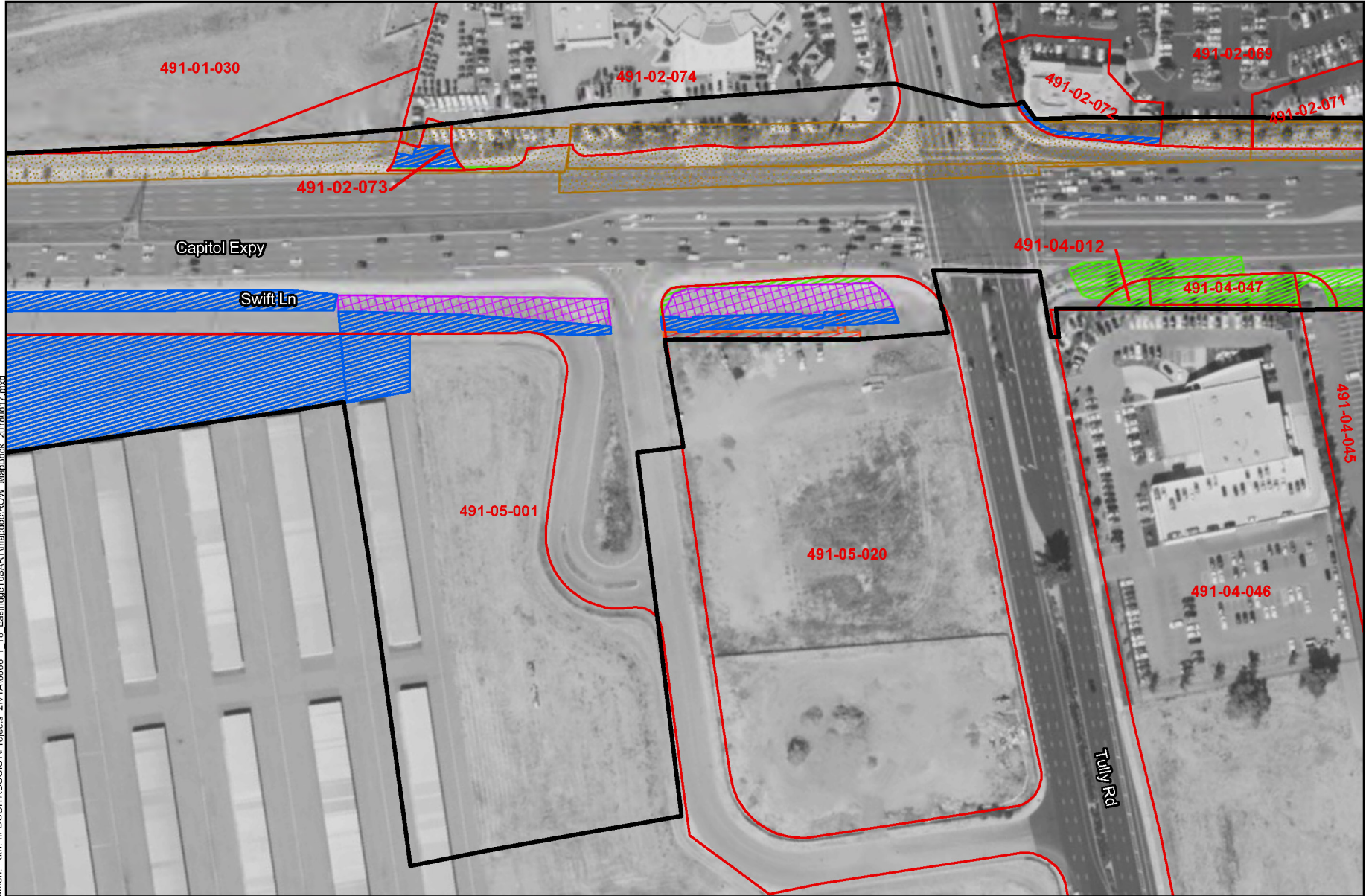
Service Layer Credits: Esri, USDA Farm Service Agency, ICF 2018, BKF 2018



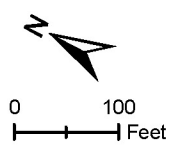
- Legend**
- Capitol Expressway Corridor
  - Parcel Boundary
  - Assessor
  - Parcel Numbers
- Permanent Impacts**
- Ingress Egress Easement
  - Right-of-Way Take
  - Aerial Guideway Easement
  - Public Service Easement

- PG&E Electric Transmission Easement (Overhead Easement)
- Temporary Impacts**
- Temporary Construction Easement

**Figure 3.14-1**  
**Right-of-Way Requirements for the Proposed Changes**  
 (Sheet 9 of 12)



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 Service Layer Credits: Esri, USDA Farm Service Agency, ICF 2018, BKF 2018



- Legend**
- Capitol Expressway Corridor
  - Parcel Boundary
  - Assessor Parcel Numbers
  - 111-11-111 Parcel Numbers
- Permanent Impacts**
- Ingress Egress Easement
  - Right-of-Way Take
  - Aerial Guideway Easement
  - Public Service Easement

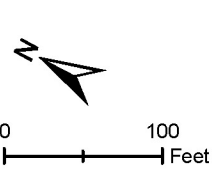
- Temporary Impacts**
- PG&E Electric Transmission Easement (Overhead Easement)
  - Temporary Construction Easement

**Figure 3.14-1**  
**Right-of-Way Requirements for the Proposed Changes**  
 (Sheet 10 of 12)



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Service Layer Credits: Esri, USDA Farm Service Agency, ICF 2018, BKF 2018

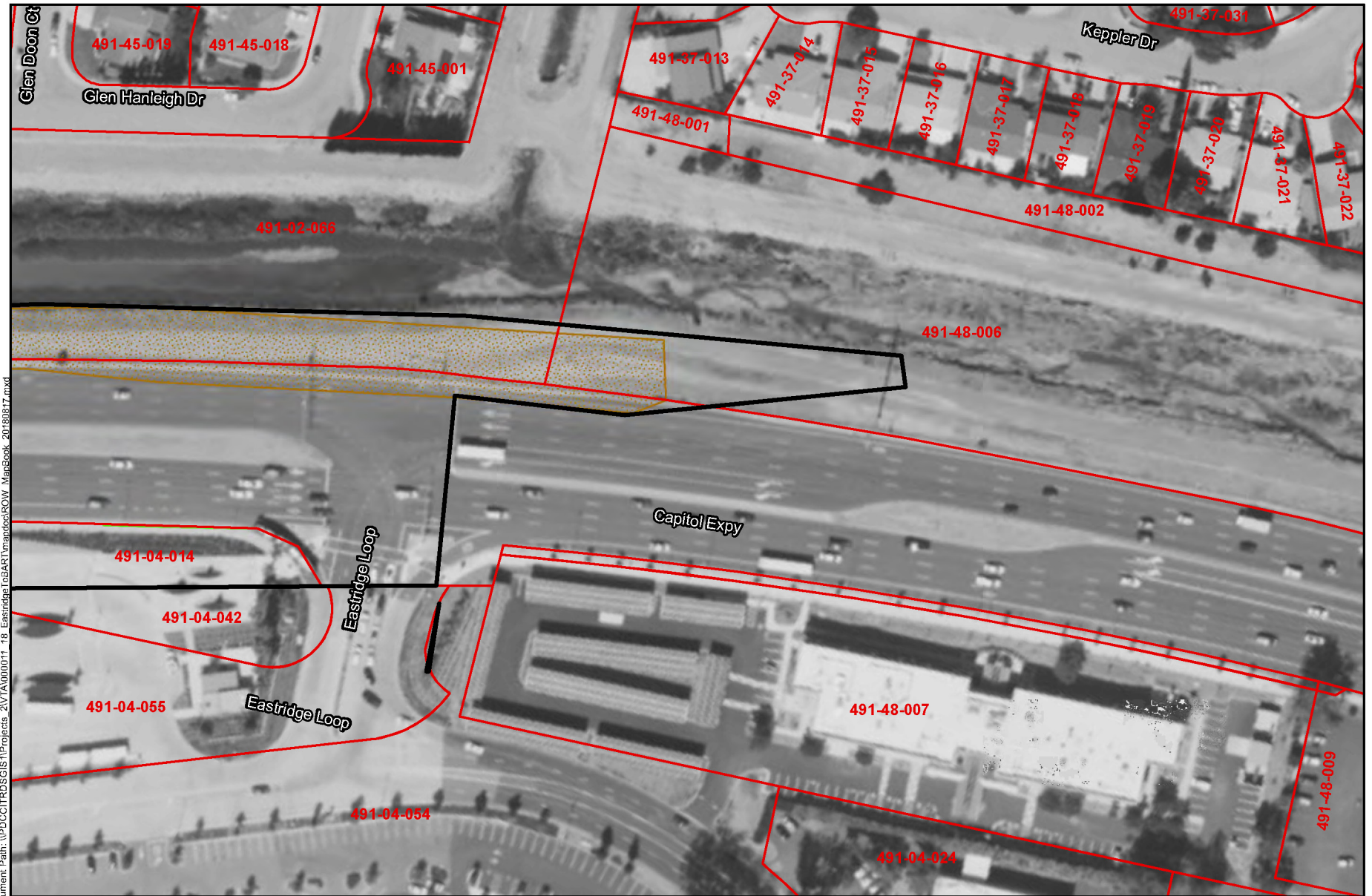


- Legend**
- Capitol Expressway Corridor
  - Parcel Boundary
  - Assessor
  - 111-11-111 Parcel Numbers

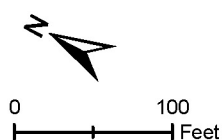
- Permanent Impacts**
- Ingress Egress Easement
  - Right-of-Way Take
  - Aerial Guideway Easement
  - Public Service Easement

- Temporary Impacts**
- PG&E Electric Transmission Easement (Overhead Easement)
  - Temporary Construction Easement

**Figure 3.14-1**  
**Right-of-Way Requirements for the Proposed Changes**  
 (Sheet 11 of 12)



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- Legend**
- Capitol Expressway Corridor
  - Parcel Boundary
  - Assessor Parcel Numbers
  - 111-11-111 Parcel Numbers
  - Permanent Impacts**
  - Ingress Egress Easement
  - Right-of-Way Take
  - Aerial Guideway Easement
  - Public Service Easement

- PG&E Electric Transmission Easement (Overhead Easement)
- Temporary Impacts**
- Temporary Construction Easement

**Figure 3.14-1**  
**Right-of-Way Requirements**  
 for the Proposed Changes  
 (Sheet 12 of 12)