

4.12 LAND USE

4.12.1 INTRODUCTION

This section identifies existing regional land use and transportation plans and policies that apply to the study area, describes changes in land use that would occur as a result of the SVRTC alternatives, and evaluates the consistency of the SVRTC alternatives with local and regional planning policies.

4.12.2 EXISTING CONDITIONS

4.12.2.1 Existing Setting

Existing Land Uses

The SVRTC is located in the southern part of the San Francisco Bay Area, extending from the City of Fremont in Alameda County to the cities of Milpitas, San Jose, and Santa Clara in Santa Clara County. Land uses along the Baseline and BART alternatives are described below for the corridor and station areas, as appropriate.

Existing land uses are described using the following standard categories:

- Single-family residential: One- or two-story housing units
- Multi-family residential: Apartments, condominiums, and duplex buildings
- High-rise residential: Residential buildings over three stories in height
- Commercial: Offices, business parks, and other small businesses
- Retail: Restaurants, clothing, and other vendors of general consumer goods
- Light industrial: Industrial parks, research and development, and automotive repairs
- Industrial: Manufacturing warehouses, industrial plants, and freight facilities
- Educational: Colleges, universities, and other schools.

Baseline Alternative

Land uses along South Grimmer Boulevard include light industrial and non-conforming residential uses. The NUMMI plant is located south of South Grimmer Boulevard, between the UPRR tracks, Fremont Boulevard, and I-880. West of Fremont Boulevard and across I-880, land uses are light industrial and commercial.

Land uses along I-680 include single- and multi-family residential to the east and light industrial uses to the west.

Land uses surrounding the I-880/Montague Expressway interchange include residential uses along the north side of I-880, and office and light industrial uses to the south. The Sheraton Silicon Valley East and Beverly Heritage Hotel are located in the northwest quadrant of the interchange.

BART Alternative

The land uses adjacent to the BART alignment are described for a 300 to 1,200 foot radius on both sides of the trackway. Land uses in the station areas are described for a one-half mile radius around the stations and presented in illustrations. The color code for these illustrations is shown in Figure 4.12-1.

The land use description follows the same segments as the BART Alternative project description (see Chapter 3, *Alternatives*). Current land uses are also evident on the plan and profile drawings in Appendix A.



Figure 4.12-1: Color Legend for Land Use Illustrations

Segment 1 – Planned BART Warm Springs Station to Trade Zone Boulevard

Alignment

Land uses along the northern portion of the railroad corridor between the planned BART Warm Springs Station and Calaveras Boulevard are primarily light industrial and office. Mixed residential uses begin around Dixon Landing Road and continue along both sides of the rail corridor to Calaveras Boulevard. These uses include mobile home parks and single- and multi-family residential properties. Commercial and retail uses are interspersed throughout this section of the corridor.

From Calaveras Boulevard to Trade Zone Boulevard, land uses along the east side of the rail corridor are primarily light industrial, including warehouses and related facilities. Along the west side, land uses proceed from industrial to residential, then to commercial uses. UPRR's Milpitas Yard is located just south of Calaveras Boulevard. South of the yard is a new multi-family residential subdivision. The Great Mall and other commercial uses occupy the southern portion of the corridor in this segment. New low-rise office buildings occupy the west side from Montague Expressway to just south of Trade Zone Boulevard.

Station Locations

South Calaveras (Future) Station Area (Figure 4.12-2). The station area is surrounded by light industrial uses including the UPRR Milpitas Yard, and other industrial uses. A new senior housing complex and a new library will be located to the northwest. Low, medium, and high density residential uses are located to the west of Railroad Avenue and to the north of the Beresford Shopping Center. The new Milpitas City Hall, Community Hall, and future Senior Center are located to the northeast. A small area of undeveloped land is situated directly south of Calaveras Boulevard.

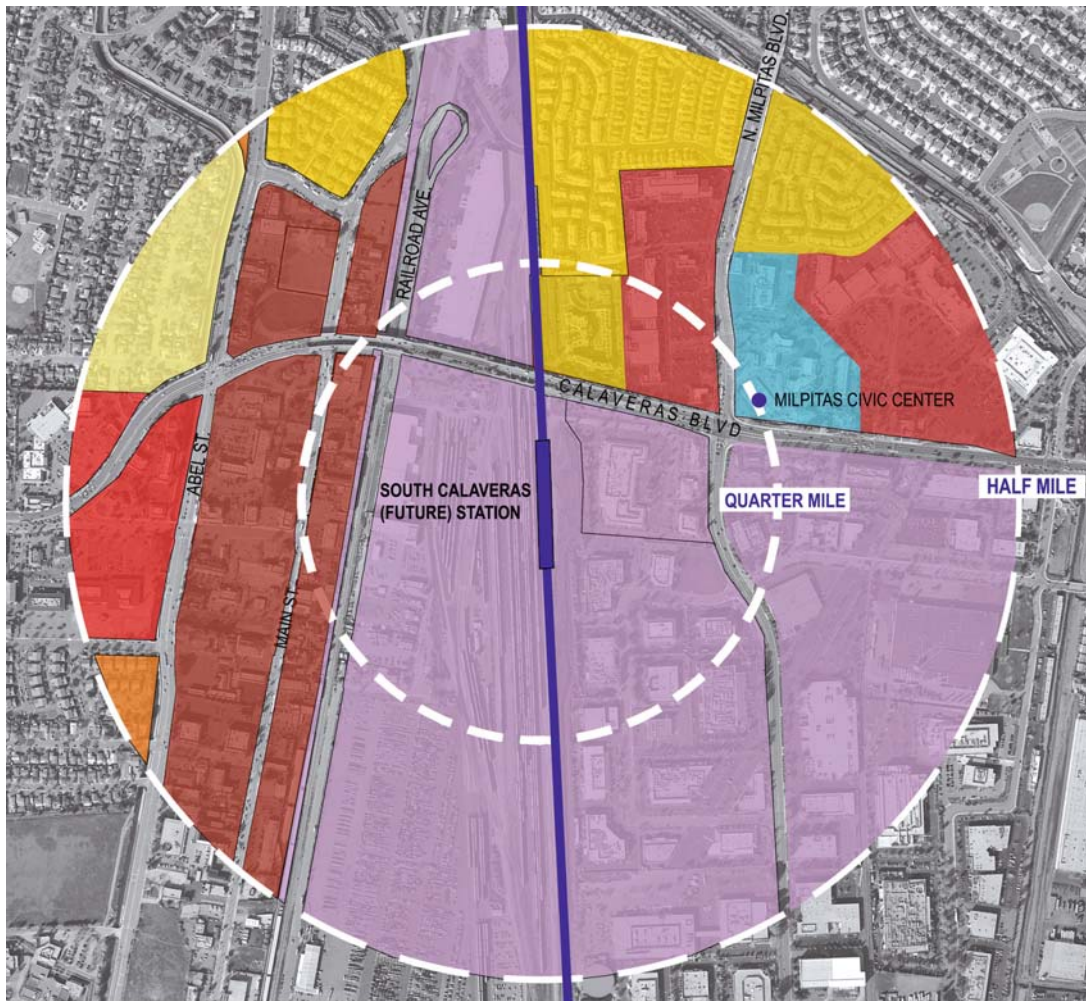


Figure 4.12-2: South Calaveras (Future) Station Land Uses

Montague/Capitol Station Area (Figure 4.12-3). The Montague/Capitol Station site is to the south of the Great Mall in Milpitas. Land uses surrounding the station site are primarily light industrial and dominated by a number of trucking companies and related facilities. Commercial and educational uses are located to the northwest and light industrial uses are located to the northeast across Montague Expressway. Two Marriott hotels are located north of the station site adjacent to Montague Expressway at the Great Mall. The VTA light rail line passes to the west along Capitol Avenue, with light industrial uses beyond. A high-density residential development is located immediately southeast of the station area.

Segment 2- Trade Zone Boulevard to Mabury Road

Alignment

Land uses along the east side of the rail corridor between Trade Zone Boulevard and Mabury Road are a mixture of high-density residential, commercial, new low-rise office and light industrial. South of Trade Zone Boulevard, the primary land use is single-family residential. Along the west side of the corridor,

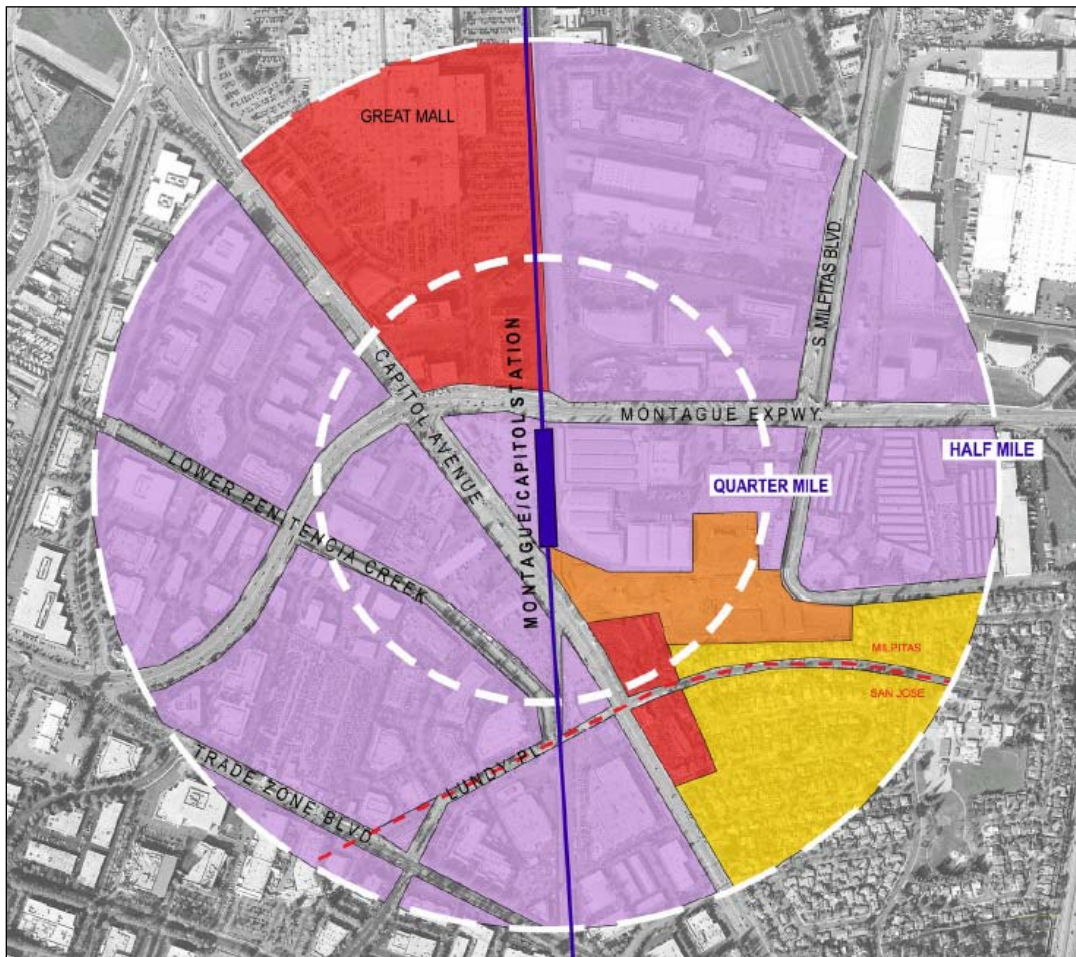


Figure 4.12-3: Montague/Capitol Station Land Uses

land uses are light industrial and commercial. The area between Trade Zone Boulevard and Hostetter Road is primarily industrial with some commercial uses. Single- and multi-family residential uses begin just south of Hostetter Road and continue along the west side of the rail line to the San Jose Flea Market.

Station Locations

Berryessa Station Area (Figure 4.12-4). The Berryessa Station area encompasses a portion of the San Jose Flea Market and the Berryessa Industrial Park. The flea market is located on the west side of the rail corridor and could continue to operate if the project is implemented. Other land uses in the vicinity of the station site include single-family residential uses and the flea market parking lot north of Berryessa Road. Southeast of the site, the land use is predominately light industrial. Much of the land in this area is currently used to store cars and trucks.

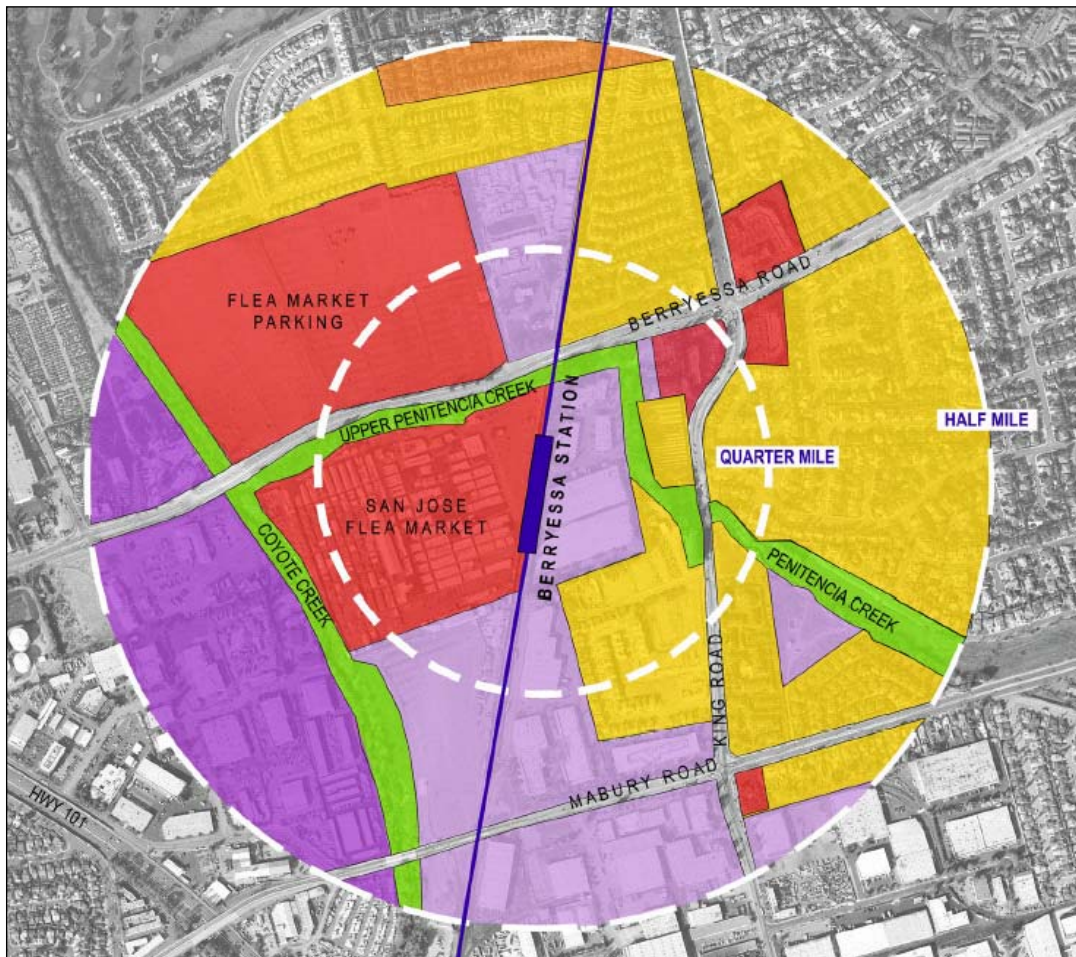


Figure 4.12-4: Berryessa Station Land Uses

Segment 3 – Mabury Road to 19th Street

Alignment

Along the east side of the railroad corridor between Mabury Road and East Julian Street, land uses are predominately industrial. US 101 crosses the railroad just north of Lower Silver Creek. Single-family residential uses continue south of the creek. A small area of industrial development is located just north of East Julian Street. Land uses along the west side of the railroad are primarily industrial, with some single-family residential uses north of East Julian Street. Uses along East Santa Clara Street from 28th to 19th streets are generally commercial with residential to the north and south of the commercial corridor.

Station Locations

Alum Rock Station Area (Figure 4.12-5). The Alum Rock Station would be constructed underground, below an existing industrial area. Industrial uses are located along the railroad ROW and along the west side of US 101. Monarch Truck Dealership, SCS Contractor Service, Mission Concrete, and Granite Counters are located on the east side of the station site along US 101. Other industrial buildings,

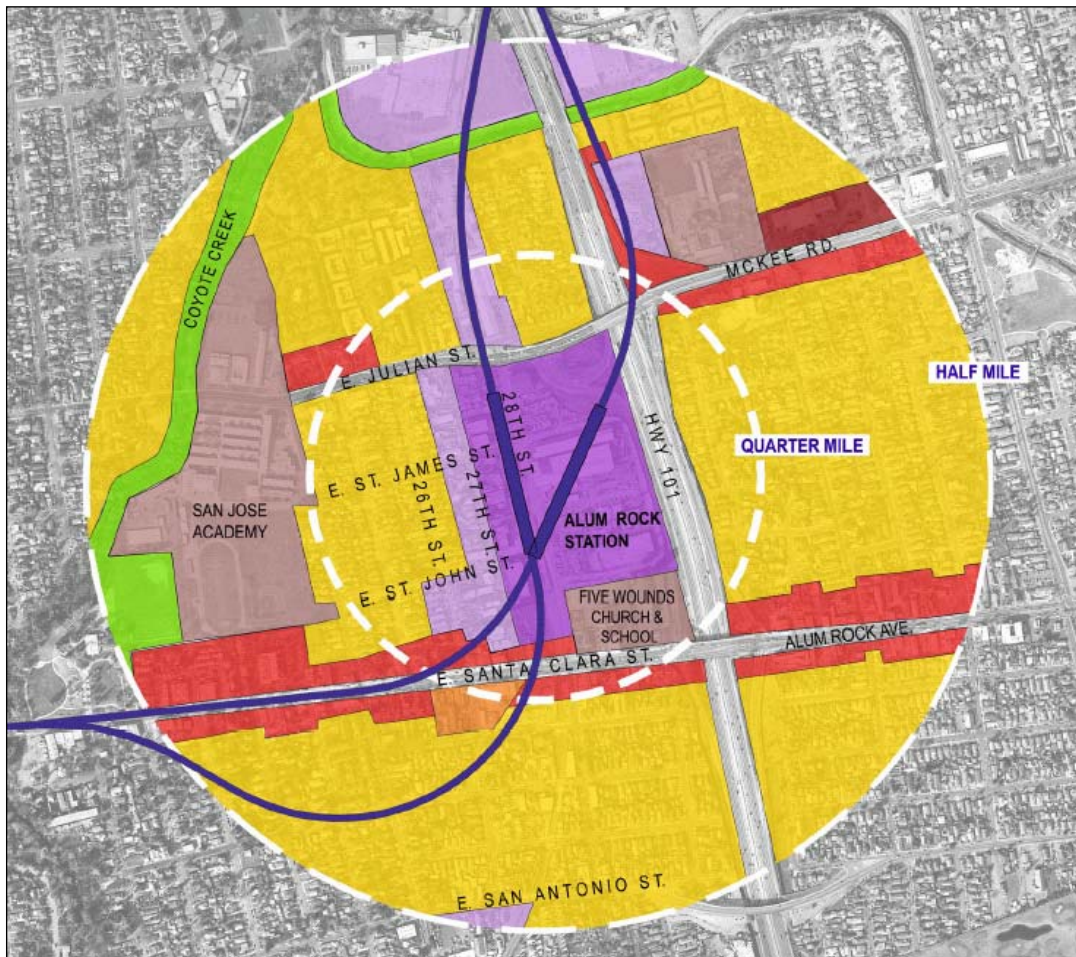


Figure 4.12-5: Alum Rock Station Land Uses

warehouses, and storage yards are located immediately west of the station site. Low and medium density residential uses are located to the north, west, and south of the station site. The Portuguese Band and Social Center is located on the west side of the site and the Five Wounds National Portuguese Church and Elementary School is located to the southeast. Commercial uses border the southwestern corner of the station site along East Santa Clara Street.

Segment 4 – 19th Street to I-880

Alignment

Heading west into downtown San Jose along East Santa Clara Street to the new San Jose Civic Plaza, land uses are primarily commercial and retail. Older single-family residential neighborhoods are located beyond the commercial strip.

Land uses along the corridor between the Civic Plaza and Market Street are primarily commercial with some high-rise residential buildings between 3rd and 2nd streets. Commercial uses continue between Market Street and the San Jose Diridon Caltrain Station. SR 87 crosses the corridor west of Almaden

Boulevard. The Guadalupe River Park, which crosses under SR 87, provides recreational amenities along the banks of the Guadalupe River.

Commercial, light industrial, and residential uses are situated between the Diridon Caltrain Station and I-880. Land uses along Stockton Avenue are primarily industrial on the east side with single-family residential and light industrial uses interspersed along the west side. Near Hedding Street, there are recreational uses along the west side of Stockton Avenue, including a baseball field and an outdoor track associated with Bellarmine College Preparatory School.

Station Locations

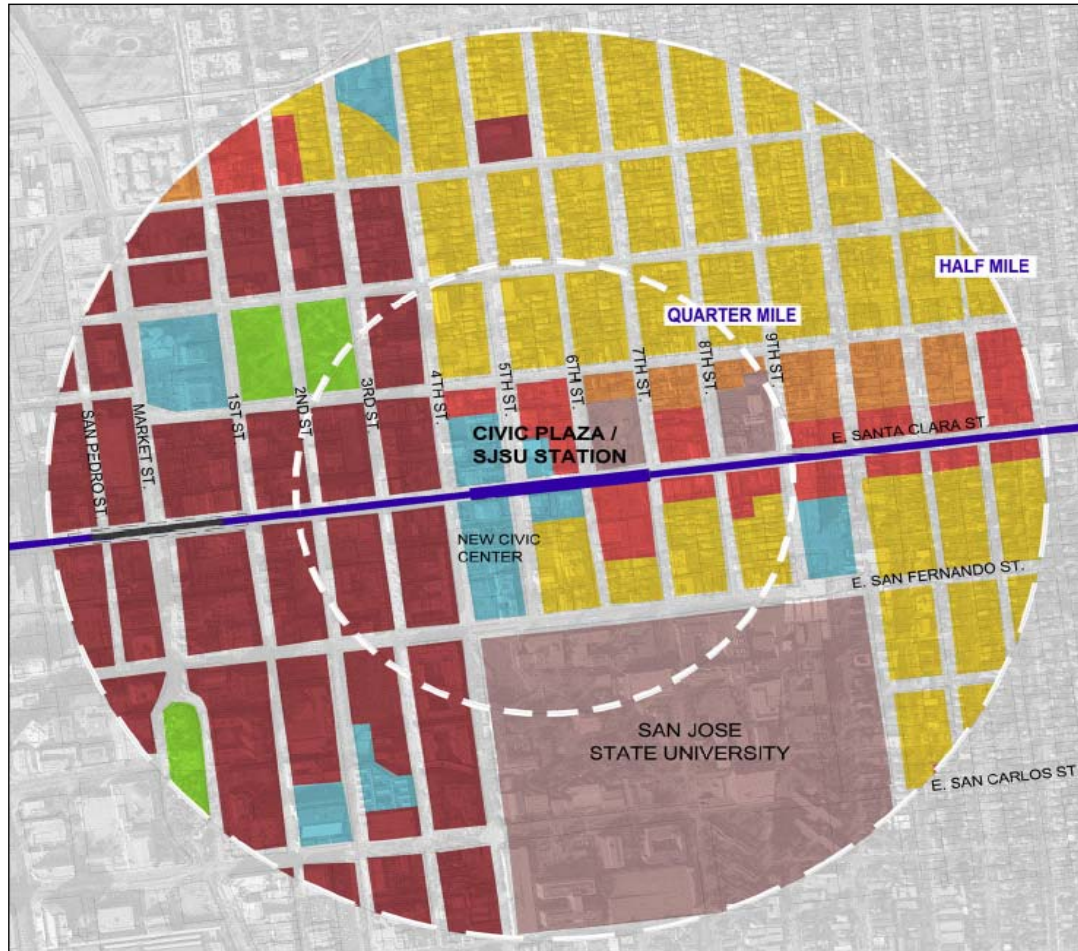


Figure 4.12-6: Civic Plaza/SJSU Station Land Uses

Civic Plaza/SJSU Station Area (Figure 4.12-6). The Civic Plaza/SJSU Station would be located underground below the Santa Clara Street corridor, a busy retail and commercial thoroughfare leading into downtown San Jose. Land uses are characterized by a strip of retail uses along the street frontage, with older residential uses behind. The SJSU campus is located one block south of East Santa Clara Street between 4th and 10th streets and is expected to generate a substantial percentage of the ridership entering and exiting this station. The new San Jose Civic Plaza, which will include the new San Jose City Hall, is under construction south of East Santa Clara Street between 4th and 6th streets.

Market Street Station Area (Figure 4.12-7). The Market Street Station would be located underground beneath the high-density business district of downtown San Jose. The land uses north of the station area are primarily commercial, retail, and office. High-rise office buildings lining East/West Santa Clara Street include first floor retail uses that serve employees, residents, and visitors in the downtown area. The station site is located near the Museum of Art, Plaza de Cesar Chavez, St. Joseph's Cathedral, San Pedro Square, and several theaters and major hotels. Medium density residential uses are located to the northeast and to the south of the station site.

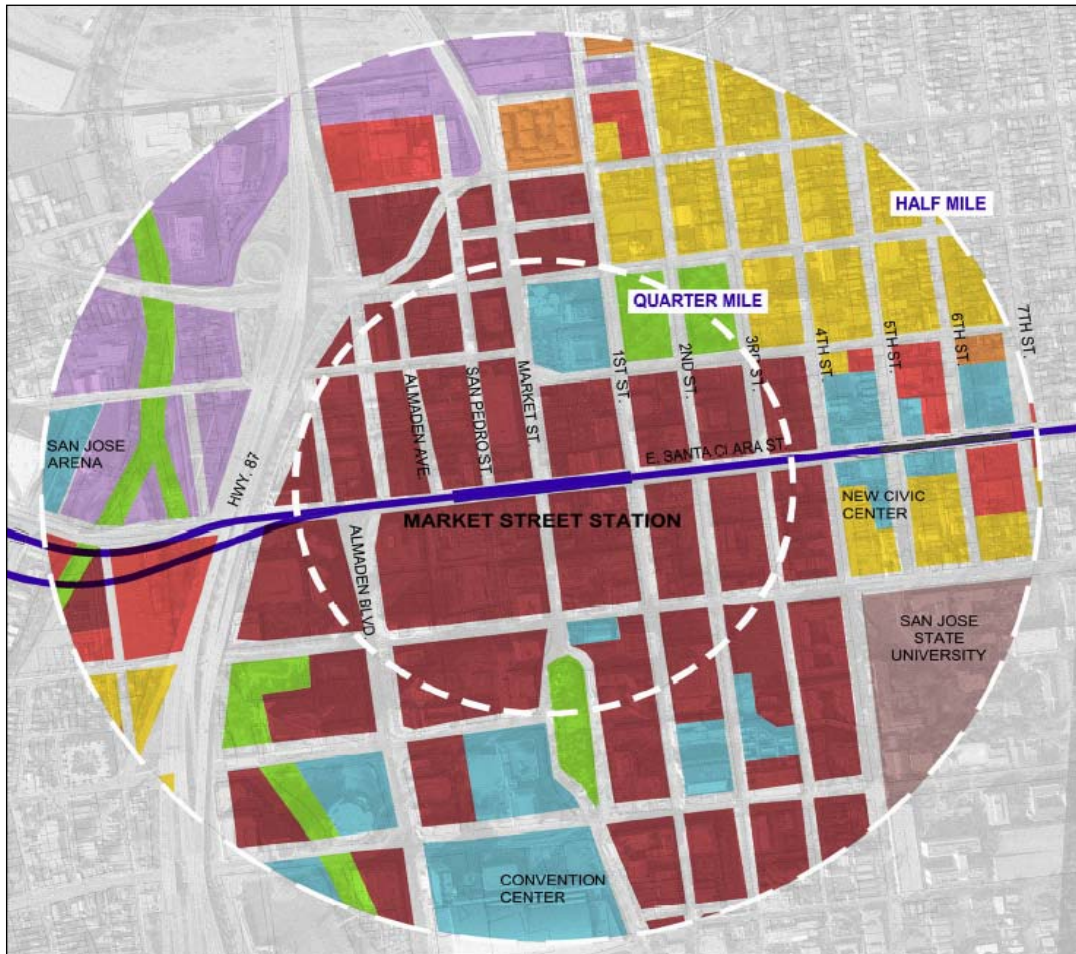


Figure 4.12-7: Market Street Station Land Uses

Diridon/Arena Station Area (Figure 4.12-8). The Diridon/Arena Station would be located underground on the west side of SR 87 and would provide an intermodal hub for other transit services in the vicinity. The station would provide convenient access to Caltrain, ACE, Capitols, and Amtrak, as well as VTA's light rail lines and buses. The HP Pavilion is located directly north of the station and is anticipated to draw substantial numbers of riders during entertainment and sporting events.

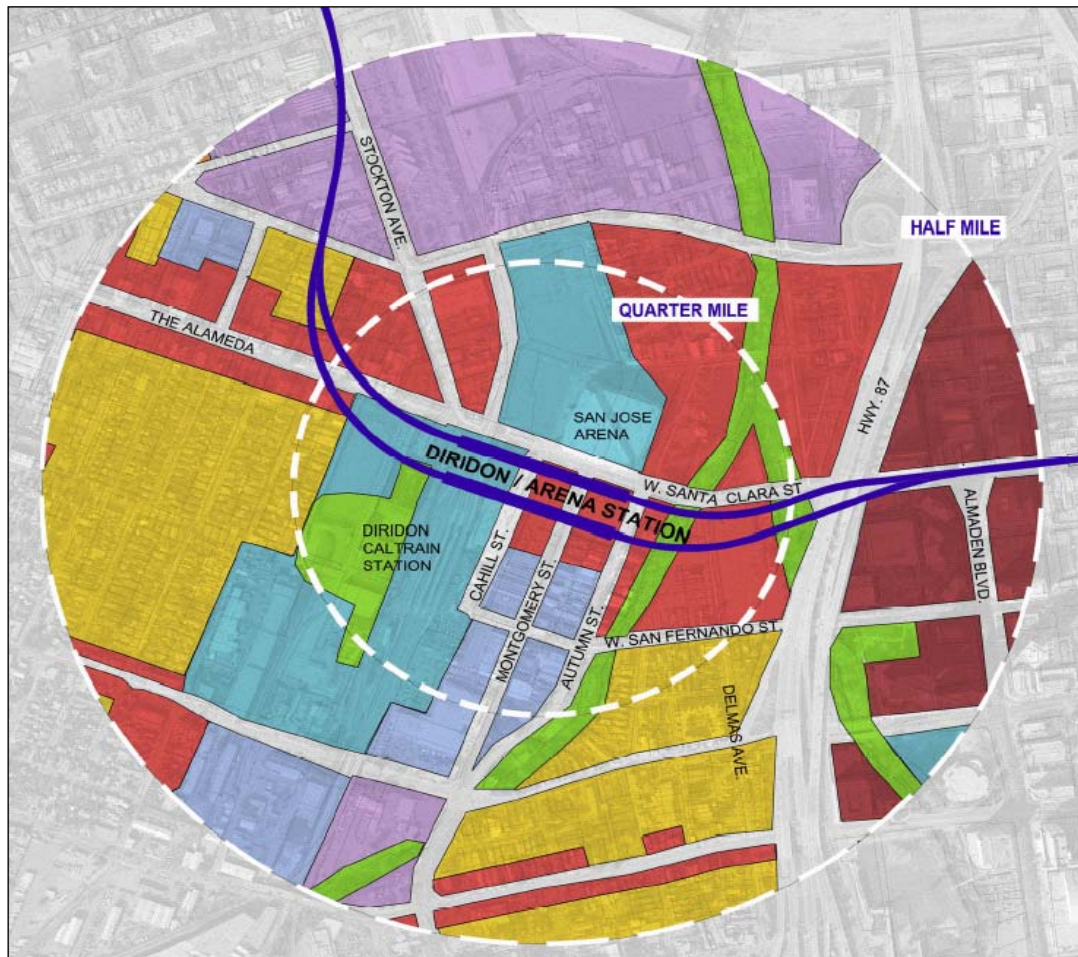


Figure 4.12-8: Diridon/Arena Station Land Uses

Segment 5 – I-880 to Lafayette Street

Alignment

North of I-880, land uses become primarily industrial and include the SJIA and the UPRR Newhall Yard.

Station Locations

Santa Clara Station Area (Figure 4.12-9). The Santa Clara Station would be developed in an area of light industrial uses. The station area is currently occupied by Federal Express and United Defense warehouses. Land uses along the southern and western boundaries of the station site include railroad facilities and the Santa Clara Police Station. The historic Santa Clara Caltrain Station is located west of the station site and the existing UPRR tracks. Light industrial uses are located to the north and east. Santa Clara University occupies a substantial portion of land to the southwest of the station area.

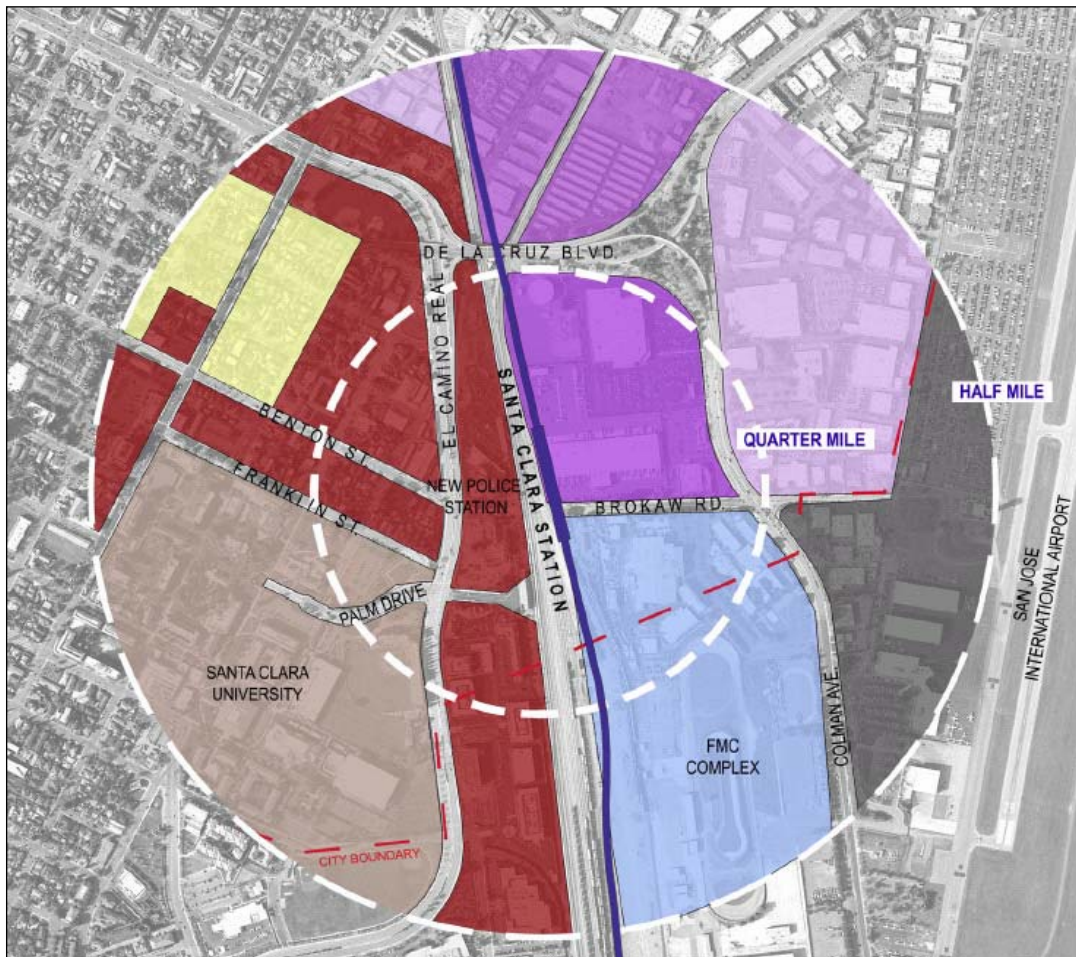


Figure 4.12-9: Santa Clara Station Land Uses

4.12.2.2 Regulatory Setting

Local Development Plans and Policies

Applicable land use goals and policies from the Cities of Fremont, Milpitas, San Jose, and Santa Clara; Alameda and Santa Clara counties; and VTA are described below by jurisdiction. An analysis of the No-Action, Baseline, and BART alternatives relative to these goals and policies is presented in Section 4.12.5.1 below.

City of Fremont

City of Fremont General Plan

The *City of Fremont General Plan* (FGP), approved in May 1991, sets forth many of Fremont's goals, including development of a flourishing downtown, more jobs to match an existing resident workforce, and thriving commercial centers. The FGP also addresses the need for a satisfactory transportation system, affordable housing, a clean environment, and access to open space and recreation.

The following objectives, policies, and goals were taken from the Transportation chapter of the FGP:

- Establish a program encouraging the use of transit, ridesharing and other alternatives to commuting by single occupant vehicle.
- Convenient alternatives to the automobile to conserve energy, reduce congestion, improve air quality, and provide transportation choices to meet a variety of needs.
- Support a regional bus system serving commuters.
- Encourage continuation of express bus service to the Peninsula.
- Encourage the development of rail systems serving Fremont residents, workers and businesses.
- Actively support BART extension to the southern part of Fremont, with stations in Irvington, Warm Springs, and south Fremont.
- Work with BART in support of extension into Santa Clara County.
- Easy transfer from one type of transportation to another to promote the use of alternatives to the automobile.
- Provide facilities for transfers between different types of transportation.
- Encourage future rail transit facilities to include intermodal transfer facilities. Consider alternative City actions to assist in providing for such facilities.

City of Milpitas

City of Milpitas General Plan

The *City of Milpitas General Plan* (CMGP) was updated in 1994 to provide more accurate information on existing conditions and policies. The following policy statement appears in the Circulation Element of the CMGP:

Actively support regional planning efforts for the development of mass transit facilities generally along either the Union Pacific or Southern Pacific Railroad corridors.

Milpitas Midtown Specific Plan

The *Milpitas Midtown Specific Plan* (MMSP), approved in October 2002, provides a new vision for the Midtown area. The Milpitas Midtown area encompasses approximately 1,000 acres and is undergoing changes as part of its growing role as a housing and employment center. Development activity in recent years has included approval and/or construction of 1,200 units of housing, reinvestment in the Great Mall, and extension of the LRT. The overall vision for the Midtown area is that of a mixed-use community that includes high-density transit-oriented housing while maintaining needed industrial, service, and commercial uses.

The following policies were taken from the Land Use and Circulation sections of the MMSP:

- Provide for a significant component of new housing within the area in order to improve the vitality of the Midtown area, address local and regional needs, and reinforce the use of transit.
- Provide for a land-use mix that supports major transit facilities.
- Provide for higher-density residential development within the Transit Oriented Development Overlay Zone around Great Mall Parkway and Capitol Avenue.
- Support the establishment of BART service on the Union Pacific Railroad line.

- Require a public access easement between the Montague LRT station and the Union Pacific Railroad right-of-way to provide a direct pedestrian connection between the LRT station and the potential future BART station.
- Work with the VTA and BART to allow the shared use of park and ride and transit station parking for off-peak users. In the future, design parking facilities to be compatible with adjacent areas and to reinforce the pedestrian environment.

City of San Jose

Focus on the Future San Jose – 2020 General Plan

The *San Jose 2020 General Plan* (SJGP), adopted in August 1994, represents the City's assessment of the amount, type, and phasing of development needed to achieve the City's social, economic, and environmental goals. The SJGP is designed to be the policy framework for decision-making on both private development projects and City capital expenditures as San Jose's population continues to expand. The City recently amended the SJGP, particularly for areas around some of the proposed BART stations, to allow higher densities and mixed-use development supportive of transit.

The following SJGP goals and policies are relevant to the proposed project:

- Higher densities should be distributed throughout the community. Locations near commercial and financial centers, employment centers, the LRT stations, and along bus transit routes are preferable for higher-density housing.
- Employee-intensive uses should be encouraged to locate near transit facilities.
- The City should cooperate with the Santa Clara County Transit District¹, the California Department of Transportation and other transportation agencies to achieve the following objectives for the County's public transit system:
 - Provide all segments of the City's population, including the handicapped, elderly, youth and economically disadvantaged, with adequate access to public transit. Public transit should be designed to be an attractive, convenient, dependable and safe alternative to the automobile.
 - Enhance transit service in major commute corridors, and provide convenient transfers between public transit systems and other modes of travel.
 - Develop an efficient and attractive public transit system which meets the travel demand at major activity centers, such as the Downtown, major employment centers, major regional commercial centers, government offices, and colleges and universities.
- The City should cooperate with the Santa Clara County Transit District, Caltrain and other appropriate transit agencies in the development of park and ride lots to support public transit.
- For any decision regarding railroad rerouting or increased traffic on existing railroad routes, the effects of pollution disruption or division of neighborhoods, demand for railroad service, and access for motor vehicles and pedestrians should be considered.
- Preserve, protect, and restore riparian corridors and upland wetlands within the City of San Jose's Sphere of Influence.

¹ In the San Jose 2020 General Plan, the "Santa Clara County Transit District" is the Santa Clara Valley Transportation Authority (VTA).

The SJGP also allows for the establishment of Transit-Oriented Development Corridors under the Land Use/Transportation Diagram. Transit-Oriented Development Corridors are areas designated as generally suitable for higher residential densities, more intensive non-residential uses, and mixed uses. These corridors are centered along existing or planned LRT lines and/or major bus routes. The SJGP identifies the Santa Clara Street/Alum Rock Avenue as one of six Transit-Oriented Development Corridors where higher intensities of development are encouraged.

City of San Jose Riparian Corridor Policy Study

In May 1994, the San Jose City Council adopted the Riparian Corridor Policy Study to establish detailed direction on how to implement the Riparian Corridors and Upland Wetlands Policies included in the San Jose 2020 General Plan. The San Jose Riparian Corridor Policy Study includes development guidelines for development along creeks to help protect riparian habitat and minimize impacts to riparian resources. These guidelines include site design, building and fixtures design, landscaping, public recreation facilities (e.g. streamside trails), fire management, vegetation/habitat continuity, and techniques to protect water quality.

Strategy 2000 - The Greater Downtown San Jose Strategy For Development (February 2001)

Strategy 2000 serves as the action guide for development activities in Downtown San Jose for 2000 to 2010. It includes prioritized recommendations for growth and articulates a vision for downtown San Jose without identifying specific land uses or zoning. Strategy 2000 includes concepts that are supportive of transit improvements, such as improving and expanding transit services, upgrading transit stops, and encouraging higher densities and mixed land uses throughout the downtown area.

Diridon/Arena Strategic Development Plan

The City of San Jose Redevelopment Agency and VTA prepared a Strategic Development Plan for the Diridon/Arena area. Recognizing the area as a critical hub for regional transportation, the plan addresses the inter-modal connectivity of the various modes of transport, land uses, access, and circulation. The plan seeks to identify preferred strategies for the development of the area surrounding Diridon Caltrain Station, roughly from SR 87 to Stockton Avenue, and from Park Avenue to Cinnabar Street. The plan seeks to promote the development and expansion of downtown San Jose by creating an integrated Diridon transportation hub, encouraging transit ridership, providing an appropriate level of parking, protecting adjacent neighborhoods from negative impacts, and creating new public amenities for residents and workers in the area. The plan identifies six broad categories of development for the Diridon/Arena area: commercial, mixed-use, incremental infill, transportation, office, and parking.

Midtown Specific Plan

The City of San Jose prepared the Midtown Specific Plan, which is designed to guide the conversion of older industrial uses to the development of high-density residential, commercial, industrial, and open space. It includes densities and implementation policies supportive of transit.

Local Neighborhood Plans

As part of the City of San Jose's Strong Neighborhoods Initiative (SNI), several local neighborhood plans have been prepared for local communities. Along the proposed BART Alternative alignment, the plans include the *Five Wounds/Brookwood Terrace Neighborhood Improvement Plan*, the *Thirteenth Street Neighborhood Improvement Plan*, the *University Neighborhoods Revitalization Plan*, the *Market-Almaden Neighborhood Improvement Plan*, the *Delmas Park Neighborhood Improvement Plan*, and the *Burbank/Del Monte Neighborhood Improvement Plan*.

The *Five Wounds/Brookwood Terrace Plan* recommends the construction of a linear park to strengthen pedestrian and visual connections between East Santa Clara Street, a town square, and Julian Street. The linear park offers flexibility for future accommodation of station entrances and ventilation shafts associated with an underground BART station. The plan also recognizes the importance of BART parking, although it recommends that any parking structure should minimize disruption to walking and neighborhood livability.

The *Thirteenth Street Plan* supports the City of San Jose's General Plan designation of East Santa Clara Street as a Transit-Oriented Development Corridor allowing for high-intensity new residential development with ground floor retail. Such high-density residential development would add new housing to the downtown neighborhoods compatible with public transit investments such as the BART extension and VTA's Downtown East Valley project.

The *University Neighborhoods Revitalization Plan Update* identifies six vacant and underutilized properties as candidates for new development. Recognizing the proximity of the community to the BART Alternative and the Downtown East Valley Project, the plan encourages the development of high-density or mixed-use projects on most of these properties.

The *Market-Almaden Neighborhood Improvement Plan* encourages mixed-use development on Market Street with an emphasis on retail, commercial, and/or institutional uses on lower levels and high-density residential use on upper levels. The *Delmas Park Neighborhood Improvement Plan* envisions a neighborhood that will become, over time, more pedestrian and transit-oriented, with community-focused commercial corridors and well-lit, tree-lined streets. Existing residential areas are to be preserved and enhanced through implementation of the plan. The *Burbank/Del Monte Neighborhood Improvement Plan* recommends the reconfiguration and consolidation of parking lots in the community, to encourage mixed-use development for ground level commercial frontage and upper level office and/or residential use consistent with the character of Transit-Oriented Development Corridors.

City of Santa Clara

City of Santa Clara General Plan 1990 – 2005

The current *City of Santa Clara General Plan* (SCGP), adopted in 1992, sets forth a framework of principles, standards, policies, and programs to guide future land use decisions. The primary objective of the city is to create a desirable environment for living, working, and recreation. The following policies and regulations are from the Land Use and Circulation elements of the SCGP:

- Minimize traffic by concentrating higher-density employment near designated transit nodes.
- Minimize the number of automobiles used in commuting.
- Support a transit system that provides enhanced commuter service.
- Support a coordinated transit system that circles the South San Francisco Bay (South Bay) and the Peninsula.
- Support the County's effort to provide transit service to dependent populations such as the disabled, elderly, children, and those who cannot drive.
- Support LRT and Capital Corridor connections to the East Bay BART Line.
- Encourage as a long-range objective, rail extension between the East Bay and San Jose, Santa Clara and beyond.

Santa Clara Transit Area Concept Plan

The Santa Clara Transit Area Concept Plan (TACP), accepted - but not officially adopted - in October 2002, recommends a conceptual development plan for land uses that promote transit and establish a strong link to the historic Santa Clara Station Depot/future BART station. The plan's study area is located adjacent to SJIA and is accessible by Caltrain, ACE, Capitol Corridor, and VTA buses. In addition, the area is located close to US 101, I-880, and I-280. The plan outlines specific principles that encapsulate the recommended vision for the study area, and can serve as a guide during preparation of detailed plans and programs.

The following principles are relevant to the proposed project:

- Foster development of the study area as a vital center of Santa Clara, and a citywide and neighborhood destination.
- In the core area, foster development of uses, development intensity, and overall character that supports vitality, and pedestrian-oriented streets, squares, and public spaces.
- Utilize the new BART connection by redeveloping the site east and south of the BART station (United Defense/FMC) at a high intensity with a diverse mix of uses.
- Reestablish the street grid to the extent feasible, and develop new streets to create smaller-sized blocks and enhance walkability.
- Undertake strategic streetscape improvements and create pedestrian linkages.
- Undertake proactive measures to ensure cohesive development patterns, spur reuse and intensification, and provide incentives.
- Implement a comprehensive parking strategy that includes creative streetscape improvements to achieve greater on-street parking, shared parking, and construction of a parking structure.
- Promote a multi-modal transportation system, underpinned by emphasis on efficient walking and transit.

Santa Clara County

Santa Clara County General Plan – Charting a Course for Santa Clara County's Future: 1995 – 2010

Between 1995 and 2010, Santa Clara County's population is projected to grow by more than 206,000, bringing the county's population to almost 1.8 million. In anticipation of this growth, the county adopted a new General Plan in December 1994 in an effort to balance community needs and objectives. The vision of the General Plan is expressed through a series of goals under four basic themes: balanced growth, livable communities, responsible resource conservation, and social and economic well-being.

The following policies and regulations were taken from the Growth and Development, Economic Well-Being, and Transportation chapters of the General Plan:

- Land use and development patterns that enhance the cost effectiveness of transportation and other urban infrastructure investments should be encouraged.
- Mixed land use and compact developments should be encouraged in urban areas wherever appropriate and compatible with city plans and existing development for the purposes of enhancing community identity, creating more affordable housing, reduced auto dependency, trip reduction, and improved environmental quality.

- Mixed land use and compact development should be encouraged which clusters employment, residential, and the types of land uses, goods, and services customarily needed on a daily basis around transit stations, along transit corridors, and in other appropriate urban locations.
- Local government, as part of an overall economic development program, should work to maintain and improve the overall quality of life in Santa Clara County by improving our transportation network and facilitating alternative transportation modes.
- In order to safeguard future mobility and achieve other transportation-related goals and objectives stated in the Vision of the General Plan, the following set of coordinated strategies should guide decision-making and implementation efforts on a sub-regional basis:
 - develop urban land use patterns that support travel alternatives;
 - manage travel demand, system operation, and congestion levels;
 - expand system capacity and improve system integration; and
 - support new transportation technologies.
- Appropriate urban densities, mixed-use development patterns, and other aspects of urban development which support use of travel alternatives and reduce auto-dependency should be employed along planned transportation corridors, within designated “urban activity centers,” and within redeveloping areas of existing cities.
- Urban design concepts and site development standards which facilitate use of transit and other travel alternatives should be adopted and implemented by local jurisdictions, to provide adequate:
 - accessibility to transit and transit facilities;
 - pedestrian and bicycle pathways and facilities, both on and between individual sites; and
 - building design, orientation, on-site services and amenities, which support the use of, travel alternatives.
- Encourage cities to apply Transit-Oriented Development Guidelines to all new development within one-half mile of a transit stop along a major transit corridor.

Alameda County

The East County Area Plan: A portion of the Alameda County General Plan (Volume 1 – Goals, Policies and Programs 2002).

In May of 2002, the Alameda County Board of Supervisors adopted amendments to the East County Area Plan in response to Measure D of 2000 – The Save Agricultural and Open Space Lands Initiative. The initiative included a revised Urban Growth Boundary, subjected future General Plan Amendments impacting total growth and density to voter approval, and imposed other growth related limitations. The original East County Area Plan was adopted in 1994 and subsequently revised in 1996, 1998, and 2002.

The Transportation Systems element of the plan includes an overall goal: “Create and maintain a balanced, multimodal transportation system that provides for the efficient and safe movement of people, goods, and services.” This Public Transit Goal seeks “to increase investment in and the use of transit.” Specific policies supporting transit include:

- The County shall assign priority in funding decisions to arterial and transit improvements that would improve local circulation, and to improvements that would facilitate the movement of commercial

goods. This policy shall not preclude the County from supporting or approving any rail projects or improvements required for roadway safety.

- The County shall promote the use of transit, ridesharing, bicycling, and walking through land use planning as well as transportation funding decisions.
- The County shall support investment in transit as an alternative to automobile-intensive transportation improvements.
- The County shall work with transit providers to complete transit improvements to meet the demand for existing and future development.
- The County shall encourage high-intensity development in locations convenient to public transit facilities and along transit routes.
- The County shall encourage BART to locate new BART Stations in areas that can be developed at high densities and intensities to maximize transit patronage.
- The County shall work with East County cities to designate high density and high intensity uses along major arterials and within walking distance of transit stops. The County shall work with cities to designate land near proposed BART stations for high density residential uses and personal services (e.g., child care).

Santa Clara Valley Transportation Authority

Valley Transportation Plan (VTP 2020)

As the appointed Congestion Management Agency for Santa Clara County, VTA developed VTP 2020, a countywide transportation plan that includes policies and programs for roadways, transit, Intelligent Transportation Systems (ITS), bicycle and pedestrian facilities, and land use. The goal of the VTP 2020 is to "Provide transportation facilities and services that support and enhance the county's continued success by fostering a high quality of life for Santa Clara County's residents and continued health of Santa Clara County's economy."

Community Design and Transportation Program

VTA's Community Design and Transportation Program emphasizes a series of best practice principles that, when implemented concurrently, help establish community character and identity, and encourage residents and workers to walk, bike, and use transit. Relevant principles include:

- Target growth to cores, corridors, and station areas
- Intensify land use and activities
- Provide a mix of uses
- Focus on existing areas
- Create a multimodal transportation system
- Integrate transit

Regional Development Plans and Policies

Applicable land use goals and policies from MTC, ABAG, and BART are described below by agency. An analysis of the No-Action, Baseline, and BART alternatives relative to these goals and policies is presented in Section 4.12.5.1 below.

Metropolitan Transportation Commission

2001 Regional Transportation Plan for the San Francisco Bay Area

The MTC is the agency responsible for planning, coordinating, and financing transportation in the nine-county San Francisco Bay Area. MTC is responsible for developing a program of projects for the RTP, a master strategy for rail and bus transit expansion in the Bay Area.

It is the responsibility of MTC to review requests from local agencies for state and federal grants for transportation projects to evaluate their compatibility with the RTP (MTC 2001). According to the MTC's 2001 update of the RTP of proposed transit projects, the BART Alternative has been identified as a "Track 1" project, which is a level of funding priority.

The criteria used to evaluate proposed projects for the RTP include the following goal, which is directly relevant to the land use implications of the Baseline and BART alternatives, as well as the MOS scenarios:

- Community Vitality – Promote vital and livable communities.

Transportation for Livable Communities and Housing Incentive Program

MTC sponsors two funding incentive programs that promote densification and concentrated development around transit nodes. The Transportation for Livable Communities (TLC) program encourages redevelopment efforts that add housing and economic vitality to older business and community centers throughout the Bay Area. The program supports projects that:

- encourage pedestrian, transit, and/or bicycle trips;
- provide for compact development of housing and downtowns/regional activity centers;
- are part of a community's development or redevelopment activities; and/or
- enhance a community's mobility, identity, and quality of life.

The Housing Incentive Program (HIP) awards TLC capital grants to cities and counties that build high-density housing within one-third mile of a major transit station or transit corridor with peak period service intervals of 15 minutes or less. Housing projects must be built to a density of at least 25 units per acre; larger grants are awarded to higher-density developments.

Supportive Land Use Policies from MTC Resolution No. 3357

One of the key findings of MTC's Blueprint evaluation of numerous proposed transit investments is that rail extensions capture more ridership in the densely settled urban core of the region. Last year [2000], the BART Board of Directors adopted a new system expansion policy that emphasized the need to "maximize ridership by supporting smart, efficient, and desirable growth patterns". Similarly, FTA's criteria for evaluating projects for New Starts funding recently have focused greater attention on transit-supportive land use policies. Considerations of "cost-effectiveness" (see below) will entail assumptions of ridership tied to existing or future employment and residential development within rail extension corridors.

Consequently, any evaluations of cost-effectiveness that rely on increased ridership arising from future land use patterns that differ from ABAG forecasts would require policy commitments in the form of board or council resolutions from the relevant local jurisdictions where such land use changes will occur. These resolutions must include the specific actions needed to affect the desired land uses (e.g., zoning changes, general plan amendments) and a timeline for implementing those actions. Any allocation or project approval of funds subject to MTC's discretion, and dedicated to projects stipulated under this policy, will

be contingent upon the local jurisdiction's approval of the specified implementing actions. A related consideration for land use policies would be the economic benefits of new development resulting from improved access provided by the rail investment, as well as the extent to which the rail project provides access to affordable housing and jobs.

Supportive Land Use Policies from the Transportation and Land Use Platform

In December 2003, during Phase One of the adoption of the Transportation 2030 Plan, MTC adopted the Transportation and Land Use Platform, which states the following goals:

- Promote development of land uses adjacent to major transit extensions, to support ridership markets that will make these investments economically feasible.
- Condition the award of regional discretionary funds under MTC's control for resolution 3434 expansion projects, on the demonstration by local government that plans are in place supporting some level of increased housing/employment/mixed use density around transit stations/transfer centers.

Association of Bay Area Governments

Smart Growth Strategy

ABAG is a co-sponsor of the "Smart Growth Strategy/Regional Livability Footprint Project." The project is a partnership of five Bay Area regional agencies - ABAG, MTC, BAAQMD, Bay Conservation and Development Commission, and RWQCB – along with the economy, environment, and social equity caucuses of the Bay Area Alliance for Sustainable Communities. The Smart Growth Strategy emphasizes development that revitalizes central cities and older suburbs, supports and enhances public transit, promotes walking and bicycling, and preserves open space and agricultural lands. The following Smart Growth policies are relevant to SVRTC project:

- Promote opportunities for transit use and alternative modes of transportation including rail, bus, high occupancy vehicle (HOV) systems, ferry services, as well as enhanced walking and biking. Increase connectivity between and strengthen alternative modes of transportation including improved rail, bus, ride share, ferry services, as well as walking and biking.
- Enhance community livability by promoting in-fill, transit-oriented and walkable communities, and compact development as appropriate. Develop multi-family housing, mixed-use development, and alternative transportation to improve opportunities for all members of the community.
- Improve the jobs/housing linkages through the development of housing in proximity to jobs, and both in proximity to public transportation.
- Improve conditions in disadvantaged neighborhoods, ensure environmental justice, and increase access to jobs, housing, and public services for all residents in the region.
- Promote and enhance open space, agricultural lands, other valued lands, watersheds and ecosystems throughout the region. Promote development patterns that protect and improve air quality.
- Encourage local governments, stakeholders, and other constituents in the Bay Area to cooperate in supporting actions consistent with the adopted Smart Growth policies. Forge cooperative relationships with governments and stakeholders in surrounding regions to support actions that will lead to inter-regional Smart Growth benefits.

San Francisco Bay Area Rapid Transit District

BART Strategic Plan: A New Era of Partnership

The BART Strategic Plan adopted in 1999 encourages transit-oriented development (TOD) and acknowledges that TOD can be achieved only through new community partnerships. Relevant goals include:

- Maximize transit ridership and balance transit-oriented development goals with community desires.
- Promote transit ridership and enhance the quality of life by encouraging and supporting transit-oriented development within walking distance of BART stations.

These goals relate to property BART owns and to the areas around BART stations. However, there has also been considerable interest in a third broader focus defining an advocacy role for BART in region-wide transit-supportive land use policies.

BART System Expansion Policy and Criteria

On December 5, 2002, with BART's Strategic Plan policies as a foundation, the BART Board of Directors adopted System Expansion Criteria with a defined process and criteria for project development. The criteria consider ridership in the context of project cost, surrounding land use, good pedestrian and bicycle access, connections with other transit systems, effects on the existing BART system, and the degree of partnering and community support.

The System Expansion Criteria are designed to contend with the pressures of growth in the Bay Area and to address the dispersal of jobs and housing while reinvesting in BART and other transit systems to maximize service. BART, as a steward of public funding for transportation investments that enhance the Bay Area's environment and quality of life, will apply the adopted criteria to meet the following goals:

- Enhance regional mobility, especially access to jobs.
- Generate new ridership on a cost-effective basis.
- Demonstrate a commitment to transit-supportive development.
- Enhance multi-modal access to the BART system.
- Develop projects in partnership with the communities that will be served.
- Implement and operate technology-appropriate service.
- Ensure that all projects address the needs of the District's residents.

4.12.3 STATION AND URBAN DESIGN PROCESS

To obtain participation and feedback in the development of station facility and urban design concepts, VTA sponsored a number of community workshops. From April to October 2002, three rounds of workshops were held in four communities: Milpitas, east San Jose, downtown San Jose, and Santa Clara. At the first round of community workshops in April 2002, VTA presented an overview of the station and urban design process, with the cities discussing local land use plans and policies associated with the station areas. In June 2002, preliminary station concepts and urban design elements were introduced at the second round of workshops. At the third round in September and October 2002, VTA presented revised station and urban design concepts.

The community provided a wide range of comments on facility layout, station access, intermodal connectivity, environmental impacts, and land use issues. Community members emphasized the importance of multi-modal access to the stations and efficient connections with other transit modes. Many stressed the need for cooperative development efforts with city and neighborhood land use plans. Others requested a thorough evaluation of the station impacts on traffic and circulation, as well as on residences and businesses. The public also recommended that station facility designs complement the unique style of the surrounding community.

VTA considered all of the comments received from the workshops, as well as by phone, fax, mail, and e-mail. Based on these comments, modifications were made to the station and urban design concepts, as appropriate. The results are illustrated in Appendix B, *BART Alternative Station Design Concepts*.

4.12.4 STATION SITE FUTURE DEVELOPMENT OPPORTUNITIES

All of the proposed station sites along the BART Alternative alignment would have the potential to accommodate joint development in the future. These station sites include land designated for potential future transit facilities. This land could be used for interim construction staging, surface parking, or other transit related uses prior to the construction of a high density TOD project. There is also the potential for these sites to be used for joint development that would combine station parking structures with higher density residential and/or commercial uses. Furthermore, the station entrances for the underground subway stations have the potential to be integrated with the adjacent buildings or incorporated into new development projects. Joint development could provide beneficial land use densities and intensities in support of the BART service while providing economic benefits to the project and surrounding community.

VTA will develop adjacent building design criteria and guidelines to address considerations associated with the modification of existing structures, or the construction of new structures, adjacent to BART stations and facilities, and the creation of direct connections between BART stations and facilities and adjacent structures. Considerations will include:

- Urban design
- Pedestrian/transit integration/connectivity
- Cost/value capture
- Safety and security
- Engineering requirements
- Operating requirements
- Maintenance
- BART design criteria and standards

These criteria will be developed in coordination with BART, the cities, and the community.

4.12.5 IMPACT ASSESSMENT AND MITIGATION MEASURES

This section evaluates the compatibility of the SVRTC alternatives with existing land uses, describes the consistency of the alternatives with relevant local and regional planning policies, and discusses their effects on community cohesion. Residential and nonresidential relocations associated with construction of the alternatives are discussed in Section 4.15, *Socioeconomics*.

4.12.5.1 Impacts

Compatibility with Existing Land Uses

No-Action Alternative

The No-Action Alternative would result, over time, in expanded bus, light rail, and commuter rail services along existing transit corridors. The expansion of existing services would be consistent with local and regional planning policies to improve the overall quality of life by enhancing transit services and improving access to transit facilities. An EIR was prepared and approved by BART in 1991 for the Warm Springs Extension Project; however, a Supplemental EIR was prepared to address recent changes proposed to the project, including the BART Irvington Station. On June 26, 2003, the BART Board of Directors certified the Supplemental EIR and adopted modifications to and updates of the Warm Springs Extension Project. The Capitol Expressway and Santa Clara/Alum Rock light rail extensions are currently undergoing environmental review that will identify any apparent land use conflicts and recommend mitigation measures where appropriate. Other projects planned under the No-Action Alternative would also undergo separate environmental review to define land use impacts.

Baseline Alternative

The proposed exclusive express bus lanes, aerial busway connectors, and bus transfer center that would be constructed under the Baseline Alternative would be consistent with the existing transportation uses in the I-680 and I-880 corridors and Warm Springs area. These improvements would be consistent with local planning in that they would enhance transit access for local residents and businesses. There are no active agricultural properties located along the Baseline Alternative alignment.

BART Alternative

The land use compatibility analysis for the BART Alternative and MOS scenarios focuses on three primary components: the rail corridor, the proposed station areas, and the support facilities required for operation of the line. The BART alternative has been evaluated for compatibility with existing land uses within 300 feet of the proposed alignment and station areas. There are no active agricultural properties located along the BART Alternative alignment, at station locations, or at support facilities.

Rail Corridor

The BART Alternative and MOS scenarios would follow the railroad corridor for much of its length and would maintain the use of the corridor for freight service north of Montague Expressway. Since this active rail corridor is already established in the area, additional rail uses are not considered to be incompatible with the adjacent land uses. There would be no difference in compatibility between the Rail ROW and East of Rail ROW options in this segment. North of the intersection of the rail line and East Santa Clara Street, the BART Alternative would continue underground to its terminus near the Santa Clara Caltrain Station. Taking BART underground would avoid conflicts with existing land uses.

In some locations along the corridor, the BART tracks would deviate from the elevation of the railroad tracks. The BART Alternative and MOS scenarios would be, nonetheless, compatible with existing surrounding land uses, as described below.

East Warren Avenue Alignment

There are two design options for the crossing of BART and East Warren Avenue.

- East Warren Avenue At-Grade (BART Aerial) Option, where BART would be constructed on an aerial structure and East Warren Avenue would remain at grade, as it currently exists. The freight rail track would also remain at grade.
- East Warren Avenue Underpass (BART At-Grade) Option, where BART would remain at grade and other agencies would reconstruct East Warren Avenue as a roadway underpass. A new bridge would be constructed for BART, and others would construct a new two-track bridge for the freight rail track, which would remain at grade.²

For either option, the BART alignment would eliminate truck access from East Warren Avenue to a rail-truck tank car transfer facility located in the middle of the railroad ROW south of East Warren Avenue, remove the easternmost transfer facility track, and encroach on a related truck holding facility immediately to the east of the ROW.

No residential uses are located in the vicinity of this intersection, and both design options would be compatible with the surrounding commercial and industrial uses.

Truck Rail Handling Facility

The BART Alternative would require the relocation of Truck Rail Handling, Inc. operations from its location just south of East Warren Avenue. The property is needed to provide adequate ROW for the project. Activities conducted on site include the transloading of dry and liquid products, hazardous and non-hazardous, between railcars and tank trucks.

Kato Road

Kato Road would be lowered relative to the railroad tracks, and access to two commercial parking lots west and east of the roadway would be limited. Each property has an alternative access; therefore, no conflict would occur as a result of the proposed grade separation.

Dixon Landing Alignment

There are three design options for the BART Alternative intersection with Dixon Landing Road.

- Under the BART Aerial Option, Dixon Landing Road would remain at grade and BART would be constructed on a bridge structure over the roadway. A sound wall is recommended along the east and west sides of the rail line to protect existing residential areas. This design option would be compatible with surrounding land uses and no further mitigation will be required.
- Under the BART Retained Cut Option, Dixon Landing Road would remain at grade and BART would be depressed, traveling under the roadway. A sound wall is recommended along the east side of the rail line to protect existing residential areas. This design option would be compatible with surrounding uses and no further mitigation will be required.
- Under the BART At-grade Option, the BART line would remain entirely at grade and Dixon Landing Road would be depressed. With this option, existing access to two driveways along Dixon Landing Road would be severed. One driveway is located on the block northeast of the rail line and serves a residential development; the other driveway is located on the block southwest of the rail line and serves a commercial center. Both developments have at least one additional driveway that would serve the existing uses. This access impact is therefore not considered to be substantially adverse.

² It is assumed that these improvements would be funded by either the Alameda County Transportation Improvement Agency (ACTIA) or the City of Fremont as part of their grade separation projects at Mission Boulevard and Warren Avenue.

Alum Rock Alignment

The BART Alternative would include one of two possible alignments through this section of the corridor.

- Under the US 101/Diagonal Option, the BART Alternative would depart from the railroad tracks just north of the juncture with US 101, turn southward and enter a tunnel leading under US 101 to the Alum Rock Station. Existing uses between the Berryessa Station site and US 101 are industrial and are compatible with the proposed rail line.
- Under the Railroad/28th Street Option, the BART Alternative alignment would follow the railroad tracks and cross over US 101 on an existing railroad bridge. In addition, a new bridge would also be constructed for the rail line to cross US 101. On the south side of US 101, the rail line would enter a portal south of Lower Silver Creek and proceed underground to the Alum Rock Station. Surrounding uses west of US 101 are a mixture of light industrial and residential. A sound wall is not recommended at this location.

Either of the design options is compatible with existing land uses. UPRR operates trains through this section of the corridor, and the operation of BART would not cause an adverse noise impact (see Section 4.13, *Noise and Vibration*).

Diridon/Arena Alignment

The BART Alternative would include one of two alignments through the Diridon/Arena Station area.

- Under the North Option, the alignment would be located in a subway immediately south of the West Santa Clara Street.
- Under the South Option, the alignment would be located under the former Crandall Street ROW.

Existing uses are primarily light industrial and parking lots. The historic Santa Clara Station Depot is also located in the vicinity of the alignment. The BART Alternative is compatible with these uses.

Stations

The BART stations would be located in commercial, office, residential, and industrial areas. Locating the BART stations in these areas achieves compatibility with existing surrounding uses for the following reasons:

- Proximate residential uses, especially for lower-income and fixed-income residents, would benefit by increased access to mass transit. The presence of BART would broaden the availability of transit options and make people more mobile within the greater Bay Area (see Section 4.2, *Transportation and Transit*, for analysis of traffic circulation effects).
- Nearby commercial uses would benefit because stores would become more easily accessible to a broader base of customers and more attractive destinations for shoppers.
- Proximate office uses would benefit by being more easily accessible to employees. Commuting options would make those offices more attractive to current as well as future employees.
- The stations in the MOS scenarios are compatible with existing land uses as described for the full-build BART Alternative since they are in the same location and have identical facilities and design. However, under MOS-1E, the Berryessa and Civic Plaza/SJSU stations would be deferred.

Support Facilities

The support facilities required for the BART Alternative and MOS scenarios (traction power stations, switching stations, locomotive wye turnarounds, etc.) would be located primarily in industrial areas to avoid conflict with surrounding uses.

Consistency with Local and Regional Plans and Policies

Consistency of the project alternatives with applicable planning goals and policies is described below and shown in Table 4.12-1. The key used is the table indicating the "Level of Consistency" is also given below.

No-Action and Baseline Alternatives

The No-Action Alternative includes programmed transit improvements to increase bus and light rail service in the South Bay as well as extend BART to Warm Springs. The Baseline Alternative would build upon the programmed transportation improvements to provide additional express bus service and associated improvements from the BART Warm Springs Station to origins and destinations in Alameda County and the Santa Clara Valley – and even serving some Central Valley trips. Both of these alternatives would be consistent with local and regional policies that encourage increased use of public transit, including extending BART to Warm Springs. However, both of these alternatives would not be as supportive of regional plans and policies to promote infill development and densification around transit stations, as would the BART Alternative and MOS scenarios.

The No-Action and Baseline alternatives would not be consistent with the Fremont General Plan that promotes extending BART into Santa Clara County, nor would they be supportive of goals and policies stated in the Milpitas Midtown Specific Plan to extend BART along the railroad corridor or the City of Santa Clara General Plan policy that advocates a transit system encircling the South Bay and Peninsula. The No-Action and Baseline alternatives would also not stimulate the types of transit-oriented higher-density development around transit nodes that are encouraged in the Fremont, Milpitas, San Jose, and Santa Clara general plans, as well as the various Strong Neighborhoods Improvement Plans approved in San Jose.

BART Alternative

The BART Alternative would be consistent with the land use and development objectives of the Cities of Fremont, Milpitas, San Jose, and Santa Clara, as well as VTA. It would also be consistent with the regional plans of MTC, ABAG, and BART to extend BART along the railroad corridor, enhance transit service to the South Bay, support the creation of a unified transit system that encircles the Bay, and encourage higher-density, mixed-use development adjacent to proposed transit stations.

This alternative would also involve the relocation of the Truck Rail Handling, Inc. facility near East Warren Avenue to another site in the City of Fremont that would also have rail access. The proposed relocation site is vacant and adjacent to an existing similar facility operated by the same company. Surrounding land uses are primarily industrial, and therefore, the relocated activities would not be incompatible with existing land uses in the area. However, the Truck-Rail site is within one-half mile of the BART Warm Springs Station. The BART System Expansion Policy (2002) would support mixed use and significantly higher residential and employment densities in this station area that would not be characteristic of a truck-rail transfer facility. Therefore, the site would not be compatible with BART policies.

Table 4.12-1: Consistency of the SVRTC Alternatives With Applicable Land Use Goals and Policies			
City / County / Regional Agency Policy	No-Action Alternative	Baseline Alternative	BART Alternative
CITY OF FREMONT POLICIES <i>Fremont General Plan (FGP)</i>			
Policy T 1.4.1: Establish a program encouraging the use of transit, ridesharing and other alternatives to commuting by single occupant vehicle. (FGP)	◐	●	●
Transportation (T) Goal 2: Convenient alternatives to the automobile to conserve energy, reduce congestion, improve air quality and provide a variety of transportation choices to meet a variety of needs. (FGP)	◐	●	●
Policy T 2.1.2: Support a regional bus system serving commuters. Implementation 1: Encourage continuation of express bus service to the Peninsula. (FGP)	◐	●	●
Policy T 2.2.1: Encourage the development of rail systems serving Fremont residents, workers and businesses. Implementation 1: Actively support BART extension to the southern part of Fremont, with stations in Irvington, Warm Springs, and south Fremont. Implementation 2: Work with BART in support of extension into Santa Clara County. (FGP)	◐ ○	◐ ○	● ●
Objective T 2.3: Easy transfer from one type of transportation to another to promote the use of alternatives to the automobile. (FGP)	◐	●	●
Policy T 2.3.2: Provide facilities for transfers between different types of transportation. Implementation 3: Encourage future rail transit facilities to include inter-modal transfer facilities. Consider alternative City actions to assist in providing for such facilities. (FGP)	◐	◐	●
CITY OF MILPITAS POLICIES <i>Milpitas Midtown Specific Plan (MMSP)</i> <i>City of Milpitas General Plan (CMGP)</i>			
Policy 4.3: Support the establishment of BART service on the Union Pacific Railroad line. (MMSP)	○	○	●
Policy 4.14: Require a public access easement between the Montague LRT station to the Union Pacific Railroad right-of-way to provide a direct pedestrian connection between the LRT station and the potential future BART station. (MMSP)	○	○	●
Policy 4.22: Work with the VTA and BART to allow the shared use of park and ride and transit station parking for off-peak users. In the future, design parking facilities to be compatible with adjacent areas and to reinforce the pedestrian environment. (MMSP)	○	○	●
Implementing Policy 3.c-I-1: Actively support regional planning efforts for the development of mass transit facilities generally along either the Union Pacific or Southern Pacific Railroad corridors. (CMGP)	○	○	●

Table 4.12-1: Consistency of the SVRTC Alternatives With Applicable Land Use Goals and Policies			
City / County / Regional Agency Policy	No-Action Alternative	Baseline Alternative	BART Alternative
<p>CITY OF SAN JOSE GOALS AND POLICIES <i>Focus on the Future San Jose – 2020 General Plan (SJGP) Strategy 2000</i> <i>Riparian Corridor Policy Study</i> <i>Strategy 2000</i> <i>Diridon/Arena Strategic Development Plan (DASDP)</i> <i>Midtown Specific Plan (MSP)</i> <i>Strong Neighborhood Initiatives (SNI)</i></p>			
<p>Transit Facilities Policy 11: The City should cooperate with the Santa Clara County Transit District, the California Department of Transportation and other transportation agencies to achieve the following objectives for the County's public transit system: Provide all segments of the City's population, including the handicapped, elderly, youth and economically disadvantaged, with adequate access to public transit. Public transit should be designed to be an attractive, convenient, dependable and safe alternative to the automobile. (SJGP)</p>	◐	●	●
<p>Enhance transit service in major commute corridors, and provide convenient transfers between public transit systems and other modes of travel. (SJGP)</p>	◐	●	●
<p>Develop an efficient and attractive public transit system which meets the travel demand at major activity centers, such as the Downtown, major employment centers, major regional commercial centers, government offices, and colleges and universities. (SJGP)</p>	◐	◐	●
<p>Transportation Systems Management/Transportation Demand Management Policy 18: The City should cooperate with the Santa Clara County Transit District, Cal-Train and other appropriate transit agencies in the development of park and ride lots to support public transit. (SJGP)</p>	◐	◐	●
<p>Riparian Corridor Policy Study: Development in the Urban Service Area should be in accordance with the policy guidelines.</p>	◐	●	●
<p>Strategy 2000: Expand transit services, upgrade transit stops, and encourage higher densities and mixed land uses.</p>	◐	◐	●
<p>Diridon/Arena Strategic Development Plan: Promote the development and expansion of downtown San Jose by creating an integrated Diridon transportation hub, encouraging transit ridership, providing an appropriate level of parking, protecting adjacent neighborhoods from negative impacts, and creating new public amenities for residents and workers in the area. (DASDP)</p>	◐	◐	●
<p>Midtown Specific Plan: Foster development in the Midtown area that reinforces transit use, provides a diversity of housing types, preserves viable industrial and commercial-service uses, and complements and extends adjacent residential and commercial areas. (MSP)</p>	◐	◐	●

Table 4.12-1: Consistency of the SVRTC Alternatives With Applicable Land Use Goals and Policies			
City / County / Regional Agency Policy	No-Action Alternative	Baseline Alternative	BART Alternative
Five Wounds/Brookwood Terrace Plan: Recommends the construction of a linear park to strengthen pedestrian and visual connections between East Santa Clara Street, a town square, and East Julian Street. The linear park offers flexibility for future accommodation of station entrances and ventilation shafts associated with an underground BART station. Recognizes the importance of BART parking while recommending that any parking structure should minimize disruption to walking and neighborhood livability. (SNI)	◐	◐	●
Thirteenth Street Plan: Supports the City of San Jose's General Plan designation of East Santa Clara Street as a Transit-Oriented Development Corridor allowing for high-intensity new residential development with ground floor retail. Such high-density residential development would add new housing to the downtown neighborhoods compatible with public transit investments such as the BART extension and VTA's Downtown East Valley project. (SNI)	◐	◐	●
University Neighborhoods Revitalization Plan Update: Identifies six vacant and underutilized properties as candidates for new development. Recognizing the proximity of the community to the BART Extension and the Downtown East Valley Project, the plan encourages the development of high-density or mixed-use projects on most of these properties. (SNI)	◐	◐	●
Market-Almaden Neighborhood Improvement Plan: Encourages mixed-use developments on Market Street, with an emphasis on retail, commercial, and/or institutional uses on the lower levels and high-density housing on upper levels. (SNI)	◐	◐	●
Burbank/Del Monte Neighborhood Improvement Plan: Recommends the reconfiguration and consolidation of parking lots in the community to encourage mixed-use development for ground level commercial frontage and upper level office and/or residential use consistent with the character of transit-oriented corridors. (SNI)	◐	◐	●
Delmas Park Neighborhood Improvement Plan: Envisions the neighborhood as a pedestrian and transit-oriented area with community-focused commercial corridors, and well-lit, tree-lined streets. (SNI)	◐	◐	●
CITY OF SANTA CLARA POLICIES <i>City of Santa Clara General Plan 1990 – 2005 (SCGP)</i> <i>City of Santa Clara Transit Area Concept Plan (SCTAP)</i>			
Transportation Demand Management Policy 4: Minimize the number of automobiles used in commuting. (SCGP)	◐	◐	●
Bus and Rail Systems Policy 6: Support a transit system that provides enhanced commuter service. (SCGP)	◐	◐	●
Bus and Rail Systems Policy 7: Support a coordinated transit system that circles the South Bay and the Peninsula. (SCGP)	○	◐	●

Table 4.12-1: Consistency of the SVRTC Alternatives With Applicable Land Use Goals and Policies			
City / County / Regional Agency Policy	No-Action Alternative	Baseline Alternative	BART Alternative
Bus and Rail Systems Policy 8: Support the County's effort to provide transit service to dependent populations such as the disabled, elderly, children, and those who cannot drive. (SCGP)	◐	◐	●
Bus and Rail Systems Program XIX: Encourage as a long-range objective, rail extension between the East Bay and San Jose, Santa Clara, and beyond. (SCGP)	○	○	●
Principal 5: Utilize the new BART connection by redeveloping the site east and south of the BART station (United Defense/FMC) at a high intensity with a diverse mix of uses. (SCTAP)	○	○	●
COUNTY OF SANTA CLARA POLICIES <i>Santa Clara County General Plan – Charting a Course for Santa Clara County's Future: 1995 – 2010 (SCCGP)</i>			
Economic Well-Being Policy (C-EC) 8: Local government, as part of an overall economic development program, should work to maintain and improve the overall quality of life in Santa Clara County by improving our transportation network and facilitating alternative transportation modes. (SCCGP)	◐	◐	●
C-TR 3: In order to safeguard future mobility and achieve other transportation-related goals and objectives stated in the Vision of the General Plan, the following set of coordinated strategies should guide decision making and implementation efforts on a sub-regional basis: <ul style="list-style-type: none"> • develop urban land use patterns that support travel alternatives; • manage travel demand, system operation, and congestion levels; • expand system capacity and improve system integration; and • support new transportation technologies. (SCCGP) 	◐	◐	●
COUNTY OF ALAMEDA POLICIES: <i>Alameda County General Plan (ACGP)</i>			
Policy 177: The County shall assign priority in funding decisions to arterial and transit improvements that would improve local circulation, and to improvements that would facilitate the movement of commercial goods. This policy shall not preclude the County from supporting or approving any rail projects or improvements required for roadway safety.	◐	◐	●
Policy 188: The County shall promote the use of transit, ridesharing, bicycling, and walking through land use planning as well as transportation funding decisions.	◐	●	●
Policy 199: The County shall support investment in transit as an alternative to automobile-intensive transportation improvements.	◐	◐	●
Policy 200: The County shall work with transit providers to complete transit improvements to meet the demand for existing and future development.	◐	◐	●

Table 4.12-1: Consistency of the SVRTC Alternatives With Applicable Land Use Goals and Policies			
City / County / Regional Agency Policy	No-Action Alternative	Baseline Alternative	BART Alternative
Policy 202: The County shall encourage high-intensity development in locations convenient to public transit facilities and along transit routes.	◐	◐	●
Policy 205: The County shall encourage BART to locate new BART Stations in areas that can be developed at high densities and intensities to maximize transit patronage.	○	○	●
Program 82: The County shall work with East County cities to designate high density and high intensity uses along major arterials and within walking distance of transit stops. The County shall work with cities to designate land near proposed BART stations for high density residential uses and personal services (e.g., child care).	◐	◐	●
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY POLICIES <i>Santa Clara Valley Transportation Authority: Valley Transportation Plan 2020 (VTP 2020)</i> <i>Community Design and Transportation Program (CDTP)</i>			
Provide transportation facilities and services that support and enhance the county's continued success by fostering a high quality of life for Santa Clara County's residents and continued health of Santa Clara County's economy. (VTP 2020)	●	●	●
Target growth to cores, corridors, and station areas; intensify land use and activities; provide a mix of uses; focus on existing areas; create a multimodal transportation system; and integrate transit. (CDTP)	◐	◐	●
METROPOLITAN TRANSPORTATION COMMISSION POLICIES <i>Metropolitan Transportation Commission 2001 Regional Transportation Plan (RTP)</i> <i>Transportation for Livable Communities (TLC)</i> <i>Housing Incentive Program (HIP)</i>			
Promote vital and livable communities. (RTP)	●	●	●
Promote densification and concentrated development around transit nodes. (TLC)	◐	◐	●
Encourage redevelopment efforts, which add housing and economic vitality to older business and community centers throughout the San Francisco Bay Area region. (TLC)	◐	◐	●
Award TLC capital grants to cities/counties that build high-density housing within one-third mile of a major transit station or transit corridor. (HIP)	◐	◐	●
ASSOCIATION OF BAY AREA GOVERNMENTS (ABAG) <i>Smart Growth Strategy/Regional Livability Footprint Project (SGS)</i>			
Promote opportunities for transit use and alternative modes of transportation including rail, bus, high occupancy vehicle (HOV) systems, ferry services, as well as enhanced walking and biking. Increase connectivity between and strengthen alternative modes of transportation including improved rail, bus, ride share, ferry services, as well as walking and biking. (SGS)	◐ --	◐ --	● --

Table 4.12-1: Consistency of the SVRTC Alternatives With Applicable Land Use Goals and Policies			
City / County / Regional Agency Policy	No-Action Alternative	Baseline Alternative	BART Alternative
Enhance community livability by promoting in-fill, transit-oriented and walkable communities, and compact development as appropriate. Develop multi-family housing, mixed-use development, and alternative transportation to improve opportunities for all members of the community. (SGS)			
Improve the jobs/housing linkages through the development of housing in proximity to jobs, and both in proximity to public transportation. (SGS)			
Improve conditions in disadvantaged neighborhoods, ensure environmental justice, and increase access to jobs, housing, and public services for all residents in the region. (SGS)			
Promote and enhance open space, agricultural lands, other valued lands, watersheds and ecosystems throughout the region. Promote development patterns that protect and improve air quality. (SGS)			
Encourage local governments, stakeholders, and other constituents in the Bay Area to cooperate in supporting actions consistent with the adopted Smart Growth policies. Forge cooperative relationships with governments and stakeholders in surrounding regions to support actions that will lead to inter-regional Smart Growth benefits. (SGS)			
SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT (BART) BART Strategic Plan: A New Era of Partnership (BSP) BART System Expansion Policy and Criteria (BSEPC)			
Maximize transit ridership and balance transit-oriented development goals with community desires. (BSP)			
Promote transit ridership and enhance the quality of life by encouraging and supporting transit-oriented development within walking distance of BART stations. (BSP)			
Enhance regional mobility, especially access to jobs; generate new ridership on a cost-effective basis; demonstrate a commitment to transit-supportive development; enhance multi-modal access to the BART system; develop projects in partnership with the communities that will be served; implement and operate technology-appropriate service; and ensure that all projects address the needs of the District's residents. (BSEPC)			
Level of consistency key: = Not consistent, = Partially consistent, = Consistent			
Source: VTA, 2003.			

The BART Alternative would be designed to the maximum extent practicable to accommodate the guidelines contained in the San Jose Riparian Corridor Policy Study. For example, the Berryessa Station includes a 150-foot setback from the edge of the riparian corridor, a greater distance than the 100-foot setback required in the Riparian Corridor Policy Study. In addition, the BART Alternative would be designed to avoid or minimize impacts to riparian habitats where possible. Where impacts are unavoidable, VTA would work with the CDFG to mitigate for those impacts, as described in *Biological Resources and Wetlands*, Section 4.4.3.5, *Mitigation Measures*.

The MOS scenarios are consistent with local and regional plans and policies as described for the full-build BART Alternative. However, MOS-1E would be less supportive of the City of San Jose's Transit Facilities Policy 11 since direct BART access to major activity centers near the Berryessa and Civic Plaza/SJSU stations, such as the San Jose Flea Market, SJSU and new San Jose Civic Center, would not occur until MOS-2E is implemented. In addition, temporarily deferring these two stations would also be inconsistent with the regional policies for VTA, MTC, ABAG, and BART, which support intensified land uses and livable communities around transit stations.

Community Cohesion

Community cohesion addresses the degree to which residents have a sense of belonging to their neighborhood or experience attachment to community groups and institutions as a result of continued association over time. Possible community cohesion impacts of a project include effects on interactions among persons and groups; whether certain people would be isolated from others; and the perceived impact on community quality of life.

No-Action Alternative

The No-Action Alternative would not affect community cohesion. Implementation of this alternative would involve expanding transit service on already existing roadways; no new streets would be created that would divide an established community.

Baseline Alternative

The Baseline Alternative would not physically or psychologically divide an established community. Expanded transit service, VTA light rail extension, and commuter rail service upgrades would all occur on existing transportation ways and would not involve the construction of new streets or divide an established community. The proposed exclusive express bus lanes would expand two existing roadways, Fremont and South Grimmer boulevards, and would primarily affect industrial land. The expansion of bus service into Fremont, Milpitas, San Jose, and Santa Clara would occur on existing roadways and transit lines, and would not result in physical barriers that would affect community cohesion.

BART Alternative

Although the BART Alternative and MOS scenarios would pass through the cities of Fremont, Milpitas, San Jose, and Santa Clara, the alignment would use the railroad corridor for its first 11.5 miles until reaching the Alum Rock Station, where it would proceed underground to the Santa Clara Station. The BART Alternative and MOS scenarios would not create any new physical barriers within these communities, because it would either use an existing rail line corridor or it would be located underground where it would avoid impacts to aboveground land uses.

The proposed stations and parking lots would be located within industrial and commercial areas and would not, therefore, physically divide any established communities.

4.12.5.2 Design Requirements and Best Management Practices

The Baseline and BART alternatives, as well as the MOS scenarios, are designed to be compatible with surrounding land uses.

4.12.5.3 Mitigation Measures

No-Action Alternative

Projects planned under the No-Action Alternative would undergo their own environmental review to define land use impacts and determine appropriate mitigation measures.

Baseline and BART Alternatives

There are no land use impacts requiring mitigation for either the Baseline or BART alternative, as well as the MOS scenarios.

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