

## 4.11

# LAND USE



### 4.11.1 INTRODUCTION

The existing regional land use and transportation plans and policies, the changes in land use that would occur as a result of the BART Extension Project, and the consistency of the BART Extension Project with local and regional planning policies were summarized in Section 4.12 of the FEIR. This section includes relevant updates to the information already included in the FEIR, and a discussion of new plans and policies that have been adopted since the FEIR was certified. Relevant goals of the regional land use and transportation plans and policies can be found in Table 4.12-1 of the FEIR, and no new plans or policies have been identified.

### 4.11.2 ENVIRONMENTAL SETTING

The description of land uses within the study area included in the FEIR remains applicable in the SEIR. Please refer to Section 4.12 of the FEIR for this discussion.

### 4.11.3 REGULATORY SETTING

#### 4.11.3.1 Local Development Plans and Policies

The local development plans and policies, for which no updates occurred, are discussed in the FEIR. Updated plans and policies are discussed below.

#### FREMONT'S 2005 BICYCLE AND PEDESTRIAN MASTER PLAN

The 1991 City of Fremont General Plan identified potential bicycle trail routes within Fremont, including the Union Pacific Rail Trail. The Union Pacific Rail Trail was further described in the City of Fremont 2005 Bicycle and Pedestrian Master Plan (BPMP). The BPMP provides a blueprint for a system of citywide bike lanes, bike routes, bike paths, bike parking, support facilities, and bicycle programs to allow for safe, efficient, and convenient bicycle travel within Fremont and adjacent cities.

The proposed Union Pacific Rail Trail would follow current and future abandoned UPRR corridors between Warren Avenue in the south and Clark Drive to the north, for a total of 6.5 miles. The City of Fremont has retained Questa Engineering Corporation to complete an engineering feasibility study for the trail project, which will explore the opportunities and design constraints associated with construction of a Class I

multi-use trail along this existing rail corridor (along the BART Extension Project alignment within Fremont). The BPMP states that the proposed trail would improve bikeway continuity and connectivity to major activity centers and provide connection to all major east-west roadways in Fremont (City of Fremont 2005).

### **MILPITAS TRANSIT AREA SPECIFIC PLAN**

Since the circulation of the FEIR, the City of Milpitas further refined the Milpitas Transit Area Specific Plan. The plan focuses on an area of land extending north and south of Montague Expressway, between Main Street and Milpitas Boulevard. The City of Milpitas is currently working on the preparation of a 437-acre specific plan that involves the Great Mall, McCandless Drive, Houret Drive, Centre Pointe Drive, Sango Court, Tarob Court, Gladding Court, Capitol Avenue, Montague Expressway, Piper Drive, and the future BART Montague/Capitol Station and two VTA LRT stations. In May 2006, the Milpitas City Council selected the preferred concept plan, which proposes approximately 7,200 dwelling units, 800,000 square feet (sf) of office space, 430 hotel rooms, and 520,000 sf of retail space. The land use plan, as adopted by the Milpitas City Council, would result in the creation of new residential and commercial uses near two VTA LRT stations and the future BART station at Montague Expressway and Piper Drive.

In addition to a Midtown Specific Plan amendment, the Transit Area Specific Plan will include a general plan amendment, zoning changes, development of design guidelines, and completion of a fiscal impact study and Environmental Impact Report (City of Milpitas, pers. com. September 15, 2006).

### **4.11.3.2 Regional Development Plans and Policies**

Analysis of regional development plans and policies of the VTA, MTC, ABAG, and BART is presented in Section 4.12.5.1 of the FEIR.

### **4.11.3.3 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-specific station area outreach workshops. Since December 9, 2004, when the VTA Board voted to certify the FEIR, VTA has continued to host community and stakeholder meetings to discuss various Project issues, including general Project updates, station design concepts, and alignment options. At each meeting (described below), the public had the opportunity to comment on the Project, ask questions, and submit written comment cards.

In 2005, VTA conducted two open houses, six Community Working Group (CWG) meetings, and four community meetings. The open houses and CWG meetings primarily focused on Project updates. The four community meetings and two of the CWG meetings were held to discuss specific alignment and station area design elements. Two community meetings were held in Milpitas: one compared a retained-cut alignment and an aerial alignment for the Capitol/Montague station, and the other presented alignment options at Dixon Landing Road. In San Jose, VTA discussed the consolidation of the Civic Center/SJSU and Market Street stations into one downtown San Jose station. The Alum Rock-Hostetter meeting discussed station layout options, and the Santa Clara community meeting explored pedestrian crossing concepts.

Since the open houses and community and CWG meetings in 2005, there have been changes to Project design options and ridership forecasts. In August 2006, VTA conducted four CWG and four SEIR public scoping meetings to gather public input on the proposed design changes. The community provided a wide range of comments on facility layout, station access, intermodal connectivity, environmental impacts, and land use issues.

In addition to general Project outreach and the scoping meetings, VTA continues to conduct Station Area Planning workshops and meetings to address the specific needs of the communities along the

BART Extension Project area. These workshops and meetings are designed for hands-on interaction with interested parties and agencies, and provide a forum for dialogue regarding key issues, opportunities and challenges facing the planning area. Additionally, VTA is working with each corridor city to participate in city efforts to address Station Area Planning and receive public input. Specific efforts include: the Milpitas Transit Study Area Plan, the Santa Clara Area Plan, and activity by the City of San Jose for station area planning.

In an effort to meet the needs of the community and satisfy the goals of the Project, ongoing outreach and community input will continue for both the State and federal environmental review processes, as well as for station-specific design elements.

#### 4.11.4 **PROJECT IMPACTS AND MITIGATION MEASURES**

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

##### 4.11.4.1 **Compatibility with Existing Land Uses**

Compatibility with existing land uses was discussed in the FEIR. No design change that occurred during the Preliminary Engineering design phase was incompatible with existing land uses. Information on noise/vibration impacts and visual quality/aesthetics are provided in Section 4.12 and Section 4.16, respectively.

##### 4.11.4.2 **Consistency with Local and Regional Plans and Policies**

The BART Extension Project would still be consistent with the land use and development objectives of the cities of Fremont, Milpitas, San Jose, and Santa Clara, Alameda County, Santa Clara County, VTA, MTC, ABAG, and BART except for the City of Fremont proposed Union Pacific Rail Trail. Because of the narrow ROW, the proposed trail could not be accommodated on VTA's property along with the Project.

##### 4.11.4.3 **Community Cohesion**

The potential for the BART Extension Project to affect community cohesiveness was addressed in the FEIR. The proposed design changes would not result in an increased effect to community cohesiveness.

## CONCLUSION

The design changes made since the certification of the FEIR result in no new significant impacts related to land use. Therefore, no new mitigation measures are necessary.

