

## Section 3.15 Utilities

### Introduction

This section discusses the environmental setting and effects of the alternatives analyzed in this Supplemental DEIS with regards to utilities (storm drains, sanitary sewer lines, water, gas and electricity lines, and telecommunications). Specifically, this section discusses utility providers and service within the Capitol Expressway Corridor and describes applicable regulations pertaining to utilities.

This section updates information from the 2005 FEIR and the 2007 SEIR. A summary of this information can also be found in the Capitol Expressway Corridor Background Report, which is available from VTA Environmental Programs upon request.

### Affected Environment

#### EXISTING CONDITIONS

The study area (roughly defined as the Capitol Expressway between Florence Avenue on the north and Quimby Avenue on the south) contains various utilities that cross or parallel the corridor and run underneath or above the corridor. The County and City both own storm drains within the corridor. Sanitary sewers are owned by the City. Gas and electricity lines are owned by the Pacific Gas & Electric Company (PG&E). Fiber optics and telephone lines are owned by a variety of companies. Communications companies with facilities in the corridor include XO Comm, Time Warner, Sprint, Qwest, MCI, SBC (formerly Pacific Bell), and AT&T.

Existing PG&E overhead power lines (Figure 3.15-1) are located west of the Capitol Expressway corridor at the Ocala Avenue intersection, cross southbound lanes south of Cunningham Avenue to the median, cross back to the west just north of Tully Road, and cross all lanes east of the Eastridge Mall, just north of Quimby Road.

### Environmental Consequences

#### APPROACH AND METHODS

The effects of the proposed alternatives on utilities were assessed qualitatively, based upon the prior environmental documents, aerial photographs, conceptual engineering drawings, utility location maps, and personal communications.

#### EFFECTS AND MITIGATION MEASURES

##### *No-Build Alternative*

The No-Build Alternative is not anticipated to result in any impacts to utilities.

### *Light Rail Alternative*

A discussion of construction impacts related to utilities (disruption in service) is included in Section 3.18 *Construction*.

**Impact: Additional Demand on Storm Drainage Facilities**

Under the Light Rail Alternative, existing stormwater drainage facilities located within the corridor could be affected in several ways:

- Existing facilities may need to be relocated to accommodate construction of the light rail alignment within the median of Capitol Expressway.
- Existing facilities may need to be altered to accept new sources of drainage created by construction of the light rail facilities.
- Additional facilities may need to be constructed to accept stormwater flows generated by construction of the light rail facilities.

Facilities associated with the Light Rail Alternative include the guideway, stations, and an expanded Park-and-Ride lot at the Eastridge Transit Station. Most of the guideway would be located in the existing Capitol Expressway right-of-way, often in the median. Some of the guideway would be located on an aerial structure.

Replacement of the paved median and/or curb lanes with light rail tracks and stations would not increase the impermeable surface within the Capitol Expressway right-of-way, and there would be no need for new or expanded storm drain facilities. Aerial guideways would increase the amount of impermeable surface slightly, but it is unlikely that these marginal increases would have any substantial effect on storm drain facilities. Further, aerial guideways would include appropriate drainage facilities that would be directed to the existing storm drain system.

The Eastridge Transit Station and the expanded Park-and-Ride facilities would be located at-grade. The surfaces to be used for the transit station and expanded Park-and-Ride lot are already covered by impervious surfaces; consequently, there would be little or no effect on the storm drain system at this location.

Therefore, because the facilities proposed as part of the Light Rail Alternative would be constructed primarily in areas with existing impermeable surfaces, overall, the alternative's effects on the existing storm drainage system are anticipated to be minimal. Short-term adverse effects related to construction are discussed in Section 3.18



Existing view of electrical transmission tower.

*Construction Impacts.* There are no long-term adverse effects related to construction and/or expansion of utilities associated with the Light Rail Alternative.

**No adverse effects. No mitigation required.**

**Impact: Utility Relocation and/or Modification**

Minor utility relocations would be necessary to construct the Light Rail Alternative. In particular, placement of the guideway and stations in the median of Capitol Expressway would require the relocation of five PG&E 115-kilovolt electrical transmission towers and two tubular steel poles (refer to Figures 3.15-2a and 2b).

Additionally, various light rail support systems, including traction power and substations at Ocala Avenue and the Eastridge Transit Center, addition of an overhead contact system (OCS), communication, signaling, and gate systems, could require minor relocations and/or modifications of existing utility infrastructure.

Construction of any of these proposed features could result in the temporary disruption of utility service for local businesses and residences.

These service interruptions would be temporary in nature and any necessary coordination with utility service providers or customers would occur in advance of construction (also refer to Section 3.18 *Construction*). There are no long-term adverse effects related to utility relocation and/or modification associated with the Light Rail Alternative.

**No adverse effects. No mitigation required.**

Proposed Options

The above discussion is inclusive of the Light Rail Alternative options.

**CUMULATIVE EFFECTS**

*No-Build Alternative*

The No-Build Alternative would not contribute to cumulative impacts on utilities.

*Light Rail Alternative*

Similar to the Light Rail Alternative, other reasonably foreseeable projects could potentially result in impacts on utilities. However, implementation of mitigation

measure CON-12 discussed in Section 3.18 *Construction* would minimize effects related to disruption in utility service and other projects would be responsible for addressing their individual adverse effects. Therefore, no cumulatively adverse effects to utilities are anticipated.





**Figure 3.15-2a**  
**Proposed Changes to Electrical Transmission Facilities**





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**Figure 3.15-2b**  
**Proposed Changes to Electrical Transmission Facilities**