

## 8 UNAVOIDABLE ADVERSE ENVIRONMENTAL IMPACTS: SAN JOSE TO GILROY

The following text (Table 8-1) for traffic, land use, and cultural resources replaces that contained in Chapter 9 of the 2008 Final Program EIR in Table 9.3-1 on page 9-10 to reflect the revised HST network and alignment alternatives analysis resulting from changes to the San Jose to Gilroy portion of the Pacheco Pass alignment alternative. There are no changes to the text from the Revised Draft Program EIR.

**Table 8-1**  
**Revised Table 9.3-1—Summary of Key Environmental Impact/Benefits of Alternatives**

Key Environmental Issues	Alternative		Mitigation Strategy for HST	Potential Significance for HST	
	No Project	HST Network Alternatives		Before Mitigation	After Mitigation
Traffic and Circulation	Capacity is insufficient to accommodate projected growth. 13 of the 18 intercity highway segments considered would operate at unacceptable levels of service with increased congestion, travel delays, and accidents compared to existing conditions. Congestion would increase.	Congestion reduction on intercity highways compared to the No Project Alternative. 15 of the 18 intercity highway segments would experience diversion of trips from vehicles to the HST system yielding improved V/C ratios. Reduce automobile travel in the state 61 billion miles annually. Localized traffic conditions around some stations would be adversely affected. Level of service for three northbound segments of a reduced-width Monterey Highway between Senter and Blossom Hill would be adversely affected.	Encourage use of transit to stations. Work with transit providers to improve station connections. Signal timing and synchronization, turn lanes, and transit use for impacts on Monterey Highway.	Potentially significant	Potentially less than significant/ potentially significant/ unavoidable
Land Use (compatibility and property impacts)	Expansion of urban sprawl as population grows and congestion increases; development on open space and agricultural lands.	Controlled growth around stations, urban in-fill; compatible with transit-first policies. Majority of property acquisition along existing rights-of-way, some acquisition along new rights-of-way in undeveloped areas. Impacts to adjoining land uses (residential and industrial) at select locations prior to mitigation. Environmental Justice impacts at select locations along alignments	Continued coordination with local agencies. Explore opportunities for joint and mixed-use development at stations. Relocation assistance during future project-level review. Overall mitigation strategies for affected land uses and in EJ areas.	Potentially significant	Potentially less than significant

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		and stations prior to mitigation.			
Visual Quality	No predictable change to existing landscape.	Low to high visual contrasts for elevated structures; low to high sensitivity in scenic open space and mountain crossings.	Design strategies to minimize bulk and shading of bridges and elevated guideways. Use neutral colors and materials to blend with surrounding landscape features.	Potentially significant	Potentially less than significant/ potentially significant/ unavoidable
Cultural Resources (including Section 4(f) historical resources) (includes area within 500 ft on each side of alignment centerline for new routes, 100 ft from centerline along existing transportation facilities, and 500 ft around station locations)	Low ranking for impacts on archaeological resources and historic property.	79 to 223 known archaeological and cultural resources within Area of Potential Effect. Low to high ranking for potential impacts on archaeological resources and historic properties (HST would use existing rail corridors and some stations and nearby resources developed in historic period). (Range based on HST Network Alternatives. See Chapter 7)	Develop procedures for fieldwork, identification, evaluation, and determination of effects for cultural resources in consultation with State Historic Preservation Office and Native American Tribes.	Potentially significant	Potentially significant/ unavoidable