

APPENDIX C

SIGNIFICANT IMPACTS	MITIGATION AND AVOIDANCE MEASURES	Significance After Mitigation
TRANSPORTATION IMPACTS		
<p>Impact TRAN 1: When compared to existing conditions, build-out of the DSAP would result in a significant impact on 15 directional mixed flow freeway segments and four directional HOV lane freeway segments during at least one peak hour when compared to the existing condition. [Significant Impact]</p>	<p>Full mitigation of significant project impacts on freeway segments would require roadway widening to construct additional through lanes, thereby increasing freeway capacity. It is not feasible for the proposed project to bear the responsibility for implementing such extensive transportation system improvements due to constraints in acquisition and cost of right-of-way. In addition, Caltrans or VTA have not developed a freeway widening program to which individual projects can contribute.</p> <p>The DSAP is intended to reduce vehicle travel and congestion in the long-term. In particular, the intensification of development in proximity to Diridon Station would make transit a more viable commute option for people living and working in the Plan area, which would reduce vehicle traffic at a citywide and regional scale. However, it is not possible to know if the strategies proposed by the DSAP would reduce freeway impacts to a less than significant level. [Significant Unavoidable Impact]</p>	SU
<p>Impact TRAN-2: Build-out of the DSAP would result in significant impacts to the intersections of The Alameda/Naglee Avenue and Park Avenue/Naglee Avenue under Strategy 2000 plus Project Build-out conditions. [Significant Impact]</p>	<p>These intersections serve as gateways to Downtown and as important transit, bicycle, and pedestrian corridors. Therefore, the project proposes to add these two intersections to the List of Protected Intersections. As a condition of project approval, the City/future developers will be required to implement offsetting improvements to pedestrian, bicycle, and transit facilities in the vicinity of the existing and proposed protected intersections. The construction of offsetting improvements would be required for impacts at these intersections. [Significant Unavoidable Impact]</p>	SU
<p>Impact TRAN-3: The proposed project would result in a significant impact on mixed flow lanes of one additional freeway segment under Strategy 2000 plus Project Build-out conditions. [Significant Impact]</p>	<p>Freeway widening is not a feasible mitigation measure and it is not possible to know if the strategies proposed by the DSAP would reduce freeway impacts to a less than significant level. Although the DSAP is intended to reduce vehicle travel over the long-term, particularly at a citywide and regional level, it is not possible to know if the</p>	SU

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	contribution to freeway impacts would be reduced to a less than significant level. [Significant Unavoidable Impact]	
<p>Impact TRAN-4: Build-out of the DSAP would make a substantial contribution to significant cumulative impacts at the intersections of Park Avenue/Naglee Avenue, The Alameda/Naglee Avenue, and Lincoln Avenue/San Carlos Street under Cumulative plus Project conditions. [Significant Cumulative Impact]</p>	<p>There are no feasible mitigation measures that can be implemented at these intersections that would reduce the identified impacts to a less than significant level. Therefore, the project would add the intersections of Park Avenue/Naglee Avenue, The Alameda/Naglee Avenue, and Lincoln Avenue/San Carlos Street to the City’s List of Protected Intersections and offsetting improvements will be required. [Significant Unavoidable Cumulative Impact]</p>	<p>SU</p>
<p>Impact TRAN-5: The project would make a substantial contribution to significant impacts on transit priority corridors. [Significant Cumulative Impact]</p>	<p>Although General Plan policies, DSAP strategies, and planned BRT improvements are intended to reduce traffic congestion and improve transit efficiency, these measures may not reduce the cumulative impact or the DSAP’s contribution to a less than significant level. This conclusion is consistent with the analysis in the Envision PEIR. [Significant Unavoidable Cumulative Impact]</p>	<p>SU</p>
NOISE AND VIBRATION		
<p>Impact NV-1: Build-out of the DSAP would result in a significant unavoidable impact at existing noise-sensitive land uses adjacent to segments of Julian Street, Park Avenue, and San Carlos Street due to substantial increases in traffic noise. Although the Envision PEIR did not identify noise increases at these specific locations, this conclusion is consistent with the analysis in the Envision PEIR, which acknowledged that future development would result in a significant traffic noise impact at noise-sensitive uses throughout the City. [Significant Impact]</p>	<p>The City may consider including noise reduction measures at residences along the affected segment of Park Avenue as part of a capitol improvement program into which future developers in the Plan area would contribute. A detailed analysis would be required to identify specific measures to reduce traffic noise levels at affected properties along Park Avenue, although it may not be possible to reduce the traffic noise impacts at existing noise-sensitive receptors along segments of Julian Street, Park Avenue, and San Carlos Street to a less than significant level. [Significant Unavoidable Impact]</p>	<p>SU</p>

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AIR QUALITY		
<p>Impact AQ-1: Build-out of the DSAP would result in a net increase in ROG and NOx in the Bay area, contributing to existing violations of ozone standards. This conclusion is consistent with the analysis in the Envision PEIR and Strategy 2000 EIR. [Significant Impact]</p>	<p>To reduce emissions associated with vehicle travel, future development will be required to implement a transportation demand management (TDM) program, consistent with the Transportation and Parking Management Plan (TPMP) to be prepared for the DSAP. During supplemental review of future projects, the TDM programs will be evaluated for consistency with the DSAP and General Plan policies. All feasible and applicable measures will be required as part of project design or as conditions of approval.</p> <p>Although the DSAP could substantially reduce emissions of regional air pollutants over the long-term, it cannot be determined whether implementation of General Plan policies and proposed measures would reduce the impact to a less than significant level. [Significant Unavoidable Impact]</p>	SU
<p>Impact AQ-2: Build-out of the DSAP would result in a cumulatively considerable contribution to the significant impact to regional air quality identified in the Envision PEIR. [Significant Cumulative Impact]</p>	<p>The DSAP would support the use of transit by intensifying development in proximity to Diridon Station and Downtown. When combined with the planned improvements to the pedestrian, bicycle, and trail networks, the Transportation Strategies proposed by the DSAP would further support the replacement of vehicle trips with walking, biking, and transit trips. Future development will be required to implement a transportation demand management (TDM) program. For these reasons, the DSAP is considered a key strategy for reducing VMT and vehicle trips in the city over the long-term.</p> <p>Although the DSAP is intended to reduce emissions of regional air pollutants over the long-term, it cannot be determined whether implementation of General Plan policies and proposed measures would reduce the project’s contribution to the significant cumulative impact to a less than significant level. [Significant Unavoidable Cumulative Impact]</p>	SU

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CULTURAL RESOURCES		
<p>Impact CUL-1: The DSAP would make a cumulatively considerable contribution to previously identified significant impacts to historic resources. [Significant Cumulative Impact]</p>	<p>Removal of individual Structures of Merit would be less than significant when viewed on a project-by-project basis. However, redevelopment of all or most of the properties currently listed on the City’s historic resource inventory (HRI) within the Plan area would be considered a significant cumulative impact due to the collective loss of historical structures and destruction of the area’s historic fabric. [Significant Unavoidable Cumulative Impact]</p>	<p>SU</p>
<p>Impact CUL-2: Implementation of the conceptual station expansion plan would not directly affect Diridon Station as an individual resource, but would result in a significant impact to the historic district directly through the potential removal of contributing elements and indirectly through new construction and circulation improvements that affect its setting and character. [Significant Cumulative Impact]</p>	<p>For purposes of this PEIR, it is assumed that the following measures will be implemented to reduce impacts to the Diridon Station:</p> <ul style="list-style-type: none"> • Secretary of The Interior’s Standards and Guidelines: Consistent with the Preservation Covenant between the Joint Powers Board and the South Bay Historical Railroad Society, any modifications or additions to Diridon Station will be completed in accordance with the Secretary of the Interior’s <i>Standards for the Treatment of Historic Properties</i>. New construction within the National Register/City Landmark historic district will be required to conform to the Secretary of the Interior’s Standards, California Historic Building Code, and other applicable regulations. • Supplemental Analysis: During the final design phase of the station expansion, a supplemental analysis will be completed by a professional architectural historian to evaluate the effects on the historic building and district. The analysis will recommend design treatments that would reduce impacts to a less than significant level to the building and minimize impacts to the historic district to the extent feasible. • Additional Review: Consistent with the Preservation Covenant, the South Bay Historical Railroad Society will review the final design of the station expansion to ensure the historic character of the station is maintained. The final design will also be reviewed by the California Legislature/SHPO prior to implementation of the station expansion plan. 	<p>SU</p>

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	<p>These measures are intended to complement any measures identified for the HSR and BART projects to reduce or avoid impacts to the historic district of Diridon Station. Additional measures may be required as design of the station is finalized. The California High Speed Rail Authority (CHSRA) will be responsible for evaluating the design-level impacts of the HSR project on historic resources in the subsequent project-level EIR for the San José to Merced segment, taking into account the analysis in this PEIR.</p> <p>Because the station expansion design has not been finalized and the City is not the lead agency for the HSR project, it cannot be determined if the proposed measures listed above will reduce the impact to a less than significant level. Therefore, the impact to the district would be considered significant and unavoidable. [Significant Unavoidable Cumulative Impact]</p>	
BIOLOGICAL RESOURCES		
<p>Impact BIO-1: The DSAP would make a cumulatively considerable contribution to a significant increase in nighttime light levels of the Los Gatos Creek corridor. [Significant Cumulative Impact]</p>	<p>Adherence to General Plan policies and the design guidelines, setbacks, and lighting controls established in the Riparian Corridor Policy would reduce the magnitude of the cumulative impact. Given the potential increase in light levels, however, the impact would remain significant and unavoidable. [Significant Unavoidable Cumulative Impact]</p>	SU
GREENHOUSE GAS EMISSIONS		
<p>Impact GHG-1: Build-out of the DSAP would make a considerable contribution to the significant unavoidable cumulative impact to global climate change identified in the Envision PEIR. [Significant Cumulative Impact]</p>	<p>Build-out of the DSAP is expected to occur over 25-30 years. Although the DSAP is intended to reduce emissions of regional air pollutants over the long-term, it cannot be determined whether implementation of General Plan policies and proposed measures would reduce greenhouse gas emissions to meet the necessary carbon-efficiency standards. Given the amount of proposed development, the project would make cumulatively considerable contribution to the significant greenhouse gas impact resulting from planned growth in San José as envisioned in the 2040 General Plan. [Significant Unavoidable Cumulative Impact]</p>	SU

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POPULATION AND HOUSING		
<p>Impact PH-1: Future development under the proposed DSAP would make a substantial contribution to the significant unavoidable impact related to the jobs/housing imbalance, as identified in the Envision PEIR. [Significant Cumulative Impact]</p>	<p>The main environmental issue associated with a jobs/housing imbalance is increased VMT and the DSAP is a key strategy for reducing VMT; however, because the project will increase jobs over residential units within the City, the DSAP would contribute to the significant unavoidable impact identified in the Envision PEIR. [Significant Unavoidable Cumulative Impact]</p>	<p>SU</p>