California High-Speed Rail Authority

San Jose to Merced Project Section

Draft Environmental Impact Report/ Environmental Impact Statement

Section 3.17 Cultural Resources

April 2020

CALIFORNIA High-Speed Rail Authority

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being or have been carried out by the State of California pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 23, 2019, and executed by the Federal Railroad Administration and the State of California.

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ACRONYMS AND ABBREVIATIONS

AB	(California) Assembly Bill
ACHP	Advisory Council on Historic Preservation
APE	area of potential effect
APN	Assessor's Parcel Number
ASR	Archaeological Survey Report
ATC	automatic train control
ATP	archaeological treatment plan
Authority	California High-Speed Rail Authority
BEMP	built environment monitoring plan
BETP	built environment treatment plan
BMP	best management practice
C.F.R.	Code of Federal Regulations
Cal. Code Regs.	California Code of Regulations
Cal. Health & Safety Code	California Health and Safety Code
Cal. Public Res. Code	California Public Resources Code
Caltrans	California Department of Transportation
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CRHR	California Register of Historical Resources
CSLC	California State Lands Commission
DPR	California Department of Parks and Recreation
EINU	electrical interconnection and network upgrades
EIR	environmental impact report
EIS	environmental impact statement
Fed. Reg.	*Federal Register*
FOE	Finding of Effect
FRA	Federal Railroad Administration
Gov. Code	(California) Government Code
HABS	Historic American Buildings Survey
HAER	Historic American Engineering Record
HALS	Historic American Landscape Survey
HASR	Historic Architectural Survey Report
HSR	high-speed rail
I-	Interstate
IOOF	Independent Order of Odd Fellows
kV	kilovolt

MLD	most likely descendant
MOA	memorandum of agreement
MOWF	maintenance of way facility
NAGPRA	Native American Grave Protection and Repatriation Act
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
NHL	National Historic Landmark
NHPA	National Historic Preservation Act
NPS	National Park Service
NRHP	National Register of Historic Places
OCS	overhead contact system
OHP	California Office of Historic Preservation
PA	programmatic agreement
PG&E	Pacific Gas and Electric Company
PI	principal investigator
project, or project extent	San Jose to Central Valley Wye Project Extent
Project Section	San Jose to Merced Project Section
RFQ	request for qualifications
ROD	record of decision
RSA	resource study area
S.E.S.	Sociedade do Espiritu Santo
SB	(California) Senate Bill
SHPO	State Historic Preservation Officer
SOI	Secretary of the Interior
SOQ	statement of qualifications
SPRR	Southern Pacific Railroad
SR	State Route
STB	Surface Transportation Board
TCE	Temporary construction easement
TCP	traditional cultural property
TPSS	traction power substation
U.S.C.	United States Code
UPRR	Union Pacific Railroad
US	U.S. Highway
USEO	U.S. Presidential Executive Order
USGS	U.S. Geological Survey
VTA	Santa Clara Valley Transportation Authority
WEAP	worker environmental awareness program

3.17 Cultural Resources

3.17.1 Introduction

This section presents the analysis of how construction and operation of the San Jose to Central Valley Wye Project Extent (project or project extent) would affect cultural resources. Crucial issues related to cultural resources include pre-contact and historic-era archaeological resource, historic built resources, and traditional cultural properties (TCP) that are listed in or found eligible for the National Register of Historic Places (NRHP) and/or the California Register of Historical Resources (CRHR) or qualifying local registers. Pre-contact archaeological sites are places where Native Americans lived or carried out activities during the pre-contact period (as late as A.D. 1769), and may contain artifacts, cultural features, subsistence remains, and human burials. Historic-era archaeological sites are post-European contact sites that may include remains of early settlements—features such as wells, privies, and foundations—that have the potential to address relevant research questions for the region. Historic built resources include buildings, engineered structures, or landscapes that were created during the historic era (pre-1967), as well as districts or groupings of such resources. TCPs are places important to Native Americans or other living communities or ethnic groups.

Cultural resources, including archaeological resources and historic built resources in the Santa Clara Valley, Pacheco Pass, and the adjacent portion of the San Joaquin Valley, are important factors for interpreting and connecting to the past on a regional and national scale. Cultural resources that have been identified in the project's resource study area (RSA) or area of potential effect (APE) include railroad depots and related structures, residential buildings and associated agricultural landscapes, commercial and institutional buildings, and historic and pre-contact archaeological sites, including pre-contact isolated burials and cemeteries.

Key Cultural Resources Impacts

- Demolition of historic buildings or structures located within the project footprint
- Inadvertent damage to buildings or structures during construction or operations
- Destruction of archaeological resources during ground-disturbing activities

This section begins by describing the regulatory framework governing cultural resources in the context of high-speed rail (HSR) construction and operation, followed by an overview of the methods used to identify the types of cultural resources in the RSA or APE. The types of resources are then described, as is the area's sensitivity to previously unidentified archaeological resources. Finally, the anticipated effects or impacts of the project on cultural resources are evaluated, followed by the identification of mitigation that would be implemented to avoid or lessen those effects or impacts.

Studies conducted in the preparation of this section followed those prescribed by Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, which requires that effects on historic properties be taken into consideration in any federal undertaking. ("Undertaking" is the Section 106 term for "project." For consistency, "project" is used throughout this resource section.) These studies include the results of background literature and records searches; pedestrian field surveys; and consultations with the Native American community, the State Historic Preservation Officer (SHPO), other interested parties, and local, state, or federal agencies to date.

The following appendices in Volume 2 of this Draft environmental impact report (EIR)/environmental impact statement (EIS) provide additional details on cultural resources:

- Appendix 2-E, Project Impact Avoidance and Minimization Features, provides the list of all impact avoidance and minimization features (IAMF) incorporated into the project.
- Appendix 2-J, Regional and Local Plans and Policies, provides a list by resource of all applicable regional and local plans and policies.

- Appendix 2-K, Policy Consistency Analysis, provides a summary by resource of project inconsistencies and reconciliations with local plans and policies.
- Appendix 3.17-A, Correspondence, provides a table that summarizes correspondence between the California High-Speed Rail Authority (Authority) and agencies or other interested parties. Content includes consultation date, action, interested party, and description of consultation.
- Appendix 3.17-B, Cultural Resources—San Jose to Merced Project Section Tribal Outreach and Consultation Efforts 2009–2016, provides a table that summarizes correspondence between the Authority and tribal representatives. Content includes action, date, tribal representative, and summary of communication.
- Appendix 3.17-C, Archaeological and Built Resources, includes a high-level map of potentially affected archaeological resource locations, an overview map of potentially affected historic built resource locations, and individual historic built resources maps. As discussed in Section 3.17.2, Laws, Regulations, and Orders, California and federal laws exempt from disclosure information regarding the location of Native American and archaeologically sensitive sites. As a result, this section does not include the specific locations of these sites.
- Appendix 3.17-D, Programmatic Agreement (PA), provides the *Programmatic Agreement among the Federal Railroad Administration, the Advisory Council on Historic Preservation, the State Historic Preservation Officer, and the California High-Speed Rail Authority regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the California High-Speed Rail Project* (executed 2011).

The following three resource sections and two chapters provide additional information related to cultural resources:

- Section 3.4, Noise and Vibration, discusses the impacts of implementing the project alternatives on cultural resources resulting from damage caused by vibration and disturbance caused by noise. Impact thresholds developed in Section 3.4 are the basis for those used herein for potential vibration impacts on historic buildings or structures.
- Section 3.12, Socioeconomics and Communities, discusses the impacts of implementing the project alternatives resulting from station locations close to historic buildings and facilities. This section evaluates changes to demographics, property, economic factors, and affected communities and neighborhoods as a result of land conversions, including the division and disruptions of communities and the displacement of residences and businesses, including historical structures.
- Section 3.16, Aesthetics and Visual Quality, discusses the impacts of implementing the project alternatives on the visual context and setting of historic properties that contribute to their historic significance.
- Chapter 4, Section 4(f) and Section 6(f) Evaluations, discusses the impacts of implementing the project alternatives on historic properties that may be subject to 4(f) use and, consequently, least harm analysis. There are no 6(f) properties in the project extent.
- Chapter 5, Environmental Justice, discusses the impacts of implementing the project alternatives that result in disproportionately high impacts on minority or low-income communities.

3.17.2 Laws, Regulations, and Orders

This section presents federal, state, and local laws, regulations, orders, and plans applicable to cultural resources affected by the project. The Authority would implement the HSR system, including the project extent, in compliance with all federal and state regulations.

The primary applicable federal and state laws and regulations protecting cultural resources are Section 106 of the NHPA, as amended, the National Environmental Policy Act (NEPA),

Section 4(f) of the Department of Transportation Act of 1966, the California Environmental Quality Act (CEQA), and California Public Resources Code (Cal. Public Res. Code) Sections 5024.1 and 21084.1. This section describes these and other federal and state laws and regulations that pertain to cultural resources, as well as regional and local planning guidance and ordinances.

Pursuant to 23 U.S.C. Section 327, under the National Environmental Policy Act (NEPA) Assignment Memorandum of Understanding (MOU) between the Federal Railroad Administration (FRA) and the State of California, the Authority is the lead agency for environmental reviews and approvals for the project (FRA and State of California 2019). The FRA retains its responsibilities under certain other federal environmental laws such as the Clean Air Act (air quality conformity determinations) and government-to-government tribal consultations.

Information regarding the location of Native American archaeological and other culturally sensitive sites is exempt from disclosure to the public under California and federal laws; therefore, this section does not include the locations of these sites. Specifically, the California Public Records Act exempts from public disclosure the records of Native American graves, cemeteries, sacred places, features, and objects described in Sections 5097.9 and 5097.933 of the Cal. Public Res. Code (Government Code [Gov. Code] § 6254, subd.(r)). The act also exempts from public disclosure records that relate to archaeological site information and reports maintained by or in the possession of the California Department of Parks and Recreation (DPR), the State Historical Resources Commission, the California State Lands Commission (CSLC), the Native American Heritage Commission (NAHC), other state agencies, or local agencies, including the records that agencies obtain through a consultation process with a California Native American tribe (Gov. Code § 6254.10). In addition, CEQA Guidelines prohibit inclusion of information about the location of archaeological sites and Sacred Lands in an EIR (CEQA Guidelines § 15120, subd.(d)). Federal law also exempts from disclosure information pertaining to sensitive cultural resource information (54 United States Code [U.S.C.] § 307103).

3.17.2.1 Federal

National Environmental Policy Act

NEPA, as amended, establishes the federal policy of protecting important historic, cultural, and natural aspects of our national heritage during federal project planning. All federal or federally assisted projects requiring action pursuant to Section 102 of NEPA must take into account the effects on cultural resources. According to the NEPA regulations, in considering whether an action may "significantly affect the quality of the human environment," an agency must consider, among other things, unique characteristics of the geographic area such as proximity to historic or cultural resources (40 Code of Federal Regulations [C.F.R.] § 1508.27(b)(3)) and the degree to which the action may affect districts, sites, highways, structures, or objects listed in or eligible for listing in the NRHP.

The NEPA regulations also require that, to the fullest extent possible, agencies prepare draft EISs concurrently with and integrated with impact analyses and related surveys and studies required by the NHPA. When Section 106 of the NHPA and NEPA are integrated, project impacts that cause adverse effects under Section 106 are described in the EIS.

Federal Railroad Administration, Procedures for Considering Environmental Impacts (64 *Federal Register* 28545)

On May 26, 1999, the FRA released the *Procedures for Considering Environmental Impacts* (64 *Federal Register* [Fed. Reg.] *28545*). These FRA procedures supplemented the Council on Environmental Quality (CEQ) regulations (40 C.F.R. Part 1500 et seq.) and describe FRA's process for assessing the environmental impacts of actions and legislation proposed by the agency and for the preparation of associated documents (42 U.S.C. § 4321 et seq.). The FRA Procedures for Considering Environmental Impacts state that "the EIS should also discuss the consideration given to design quality, art, and architecture in project planning and development as required by U.S. Department of Transportation Order 5610.4." These FRA procedures state that an EIS should consider possible impacts on cultural resources.

National Historic Preservation Act (54 U.S.C. § 300101 et seq., including Section 106 of the NHPA, 54 U.S.C. § 306108)

The NHPA establishes the federal government policy on historic preservation and the programs, including the NRHP, through which this policy is implemented. Under the NHPA, significant cultural resources, referred to as *historic properties*, include any prehistoric or historic district, site, building, structure, or object included in, or determined eligible for inclusion in, the NRHP. Historic properties also include resources determined to be National Historic Landmarks (NHL). NHLs are nationally significant historic places designated by the Secretary of the Interior (SOI) because they possess exceptional value or quality in illustrating or interpreting United States heritage. A property is considered historically significant if it meets one of the NRHP criteria and retains sufficient historic integrity to convey its significance. This act also established the Advisory Council on Historic Preservation (ACHP), an independent federal agency that administers Section 106 of the NHPA by developing procedures to protect cultural resources included in, or eligible for inclusion in, the NRHP. Regulations are published in 36 C.F.R. Parts 60, 63, and 800.

Implementing Regulations for Section 106 of the National Historic Preservation Act (36 C.F.R. Part 800)

Section 106 requires that effects on historic properties be taken into consideration in any federal project. The process has four steps: (1) initiating the Section 106 process, which includes identifying and initiating consultation with Native American tribes, local governments, and other interested parties; (2) identifying historic properties; (3) assessing adverse effects; and (4) delineating stipulations by which to resolve adverse effects in an agreement document.

Section 106 affords the ACHP and the SHPO, as well as other consulting parties, a reasonable opportunity to comment on any project that would adversely affect historic properties. SHPOs administer the national historic preservation program at the state level, review NRHP nominations, maintain data on historic properties that have been identified but not yet nominated, and consult with federal agencies during Section 106 review.

The NRHP eligibility criteria (36 C.F.R. § 60.4) were used to evaluate historic significance of resources within the project's APE. The criteria for evaluation are:

A. [Properties] that are associated with events that have made a significant contribution to the broad patterns of our history

B. [Properties] that are associated with the lives of persons significant to our past

C. [Properties] that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master; or that possess high artistic values; or that represent a significant and distinguishable entity whose components may lack individual distinction

D. [Properties] that have yielded, or may be likely to yield, information important in prehistory or history.

In addition to being significant under one or more of these criteria, NRHP eligibility requires that the resource retain sufficient integrity to convey its significance. Integrity is evaluated through consideration of characteristics that existed during a resource's period of significance. Integrity is evaluated with regard to the retention of some or all of the following: location, design, setting, materials, workmanship, feeling, and association.

Section 101(d)(6)(A) of the NHPA allows properties of traditional religious and cultural importance to a Native American tribe to be determined eligible for NRHP inclusion. In addition, a broader range of TCPs are also considered and may be determined eligible for or listed in the NRHP. TCPs are places that may be eligible because of their association with cultural practices or beliefs of living communities that (a) are rooted in that community's history, and (b) are important in maintaining the continuing cultural identity of the community. In the NRHP programs, *culture* is understood to mean the traditions, beliefs, practices, customary ways of life, arts, crafts, and

social institutions of any community, be it an Indian tribe, a local ethnic group, or the nation as a whole.

The implementing regulations for Section 106 (36 C.F.R. Part 800) allows for programmatic alternatives to the implementation of Section 106 if the review of the undertaking is governed by a federal agency program alternative established under Part 800.14. Accordingly, the Authority consulted with the California SHPO and the ACHP in the drafting of an agreement identifying programmatic alternatives for conducting Section 106 for the statewide HSR program. The PA was executed in 2011 (Volume 2, Appendix 3.17-D). The Surface Transportation Board (STB) determined that it has jurisdiction over the California HSR System under 49 U.S.C. § 10501(a)(2)(A). As such, on January 18, 2018, STB requested that it be added as an invited signatory to the PA to fulfill its obligations under Section 106. The PA provides an overall framework for conducting this project's Section 106 process, including guidance for establishing the APE, interested party and tribal consultation, survey, and evaluation. While the studies conducted primarily follow the Section 106 process as well as industry standards, programmatic alternatives as agreed upon in the PA, and pursuant to Section 800.14, include:

- The exemption of certain properties deemed to have little or no potential to be eligible for the NRHP
- "Streamlined" or abbreviated documentation of significantly altered resources that have reached 50 years of age
- A requirement to prepare a memorandum of agreement (MOA) for each project section that adversely affects, or has the potential to adversely affect, historic properties
- A requirement to prepare treatment plans—one for built historic properties and one for archaeological properties—that tier off each MOA.

Section 4(f) of the Department of Transportation Act (49 U.S.C. § 303)

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 U.S.C. Section 303, prohibits use of a publicly owned park, recreation area, wildlife or waterfowl refuge, or a publicly or privately owned historic site of national, state, or local significance that is listed in or determined to be eligible for the NRHP for a transportation project unless the Secretary of Transportation has determined that there is no feasible and prudent alternative to such use and the project includes all possible planning to minimize harm to the property resulting in such use.

Use in Section 4(f) is when the transportation project requires a physical taking or other direct control of the land for the purposes of a project. Use of a Section 4(f) property also includes adverse impacts or *constructive use* when proximity impacts substantially impair or diminish the activities, features, or attributes of the resources that contribute to its significance. The responsible agency can determine that the project impacts on a Section 4(f) property is *de minimis*, or a minor use of a Section 4(f) property without having to make a finding that there are no prudent and feasible avoidance alternatives. A determination of a *de minimis* impact on a Section 4(f) historic property requires a Section 106 finding of no adverse effect on a historic property.

Archaeological and Historic Preservation Act (54 U.S.C. §§ 312501–312508)

This act provides for preserving significant historic or archaeological data that may otherwise be irreparably lost or destroyed by construction of a project by a federal agency or under a federally licensed activity or program. This data includes relics and specimens.

American Antiquities Act (54 U.S.C. §§ 320301–320303)

The American Antiquities Act prohibits appropriation, excavation, injury, or destruction of "any historic or prehistoric ruin or monument, or any object of antiquity" on lands owned or controlled by the federal government. The act also establishes penalties for such actions and sets forth a permit requirement for collection of antiquities on federally owned lands.

American Indian Religious Freedom Act (42 U.S.C. § 1996)

The American Indian Religious Freedom Act protects and preserves the traditional religious rights and cultural practices of American Indians, Eskimos, Aleuts, and Native Hawaiians. The act requires policies of all governmental agencies to respect the free exercise of native religion and to accommodate access to and use of religious sites to the extent that the use is practicable and is not inconsistent with an agency's essential functions. If a place of religious importance to American Indians may be affected by a project, the American Indian Religious Freedom Act promotes consultation with Indian religious practitioners, which may be coordinated with Section 106 consultation.

Archaeological Resources Protection Act (54 U.S.C. § 300101)

This statute was enacted to secure, for the present and future benefit of the American people, the protection of archaeological resources and sites on federally owned lands and Indian lands. It was also enacted to foster increased cooperation and exchange of information between governmental authorities, the professional archaeological community, and private individuals (§ 2(4)(b)).

Native American Grave Protection and Repatriation Act (25 U.S.C. §§ 3001–3013)

The Native American Grave Protection and Repatriation Act (NAGPRA) describes the rights of Native American lineal descendants, Indian tribes, and Native Hawaiian organizations with respect to the treatment, repatriation, and disposition of Native American human remains, funerary objects, sacred objects, and objects of cultural patrimony, referred to collectively in the statutes as cultural items, with which they can show a relationship of lineal descent or cultural affiliation. One purpose of the statute is to provide greater protection for Native American burial sites and more careful control over the removal of Native American human remains, funerary objects, sacred objects, and items of cultural patrimony on federal and tribal lands.

Presidential Memorandum, Government-to-Government Relations with Native American Tribal Governments, April 29, 1994

Directed to the heads of executive departments and agencies, this memorandum outlines the principles that are to be followed in interactions with the governments of federally recognized Native American tribes. It includes provisions for government-to-government relations and consultation, and requires assessment of the impact of federal government plans, projects, programs, and activities on tribal trust resources and assurance that tribal government rights and concerns are considered during the development of such plans, projects, programs, and activities.

Consultation with Indian Tribal Governments (USEO 13175)

This U.S. Presidential Executive Order (USEO) establishes regular and meaningful consultation and collaboration with officials of federally recognized Indian tribes in the development of federal policies that have tribal implications, to strengthen the government-to-government relationships with Indian tribes, and to reduce the imposition of unfunded mandates upon Indian tribes. It sets forth guiding principles for government-to-government relations with Indian tribes, along with criteria for formulating and implementing policies that have tribal implications.

U.S. Department of Transportation Tribal Consultation Plan (DOT Order 5301.1)

In response to USEO 13175, this plan states that as an executive agency, the U.S. Department of Transportation has a responsibility and is committed to working with the governments of federally recognized Indian tribes in a unique relationship, respecting tribal sovereignty and self-determination. The plan identifies specific goals, including establishing direct contact with Indian tribal governments at reservations and tribal communities and seeking tribal government representation in meetings, conferences, summits, advisory committees, and review boards concerning issues with tribal implications.

3.17.2.2 State

California Environmental Quality Act (Cal. Public Res. Code § 21083.2) and CEQA Guidelines (14 Cal. Code Regs. § 15064.5)

CEQA requires the lead agency to consider the impacts of a project on historical resources. CEQA Guidelines Section 15064.5 provides specific guidance for determining the significance of impacts on historical resources (CEQA Guidelines § 15064.5(b)), and unique archaeological resources (CEQA Guidelines § 15064.5(b) and Cal. Public Res. Code § 21083.2). Under CEQA these resources are called *historical resources* whether they are of historic or prehistoric age. Cal. Public Res. Code Section 21084.1 defines historical resources as those listed, or eligible for listing, in the CRHR, or those officially designated or recognized as historically significant by a local government pursuant to a local ordinance or jurisdiction (county or city) unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant. “Historic properties” listed in or determined eligible for the NRHP that are in California are considered historical resources for the purposes of CEQA and are also listed in the CRHR. The CRHR criteria for listing such resources are based on, and are very similar to, the NRHP criteria. Cal. Public Res. Code Section 21083.2 and CEQA Guidelines Section 15064.5(c) provide further definitions and guidance for archaeological sites and their treatment.

Different legal rules apply to the two different categories of cultural resources, though the two categories sometimes overlap where a “unique archaeological resource” also qualifies as an “historical resource.” In such an instance, the more stringent rules for the protection of archaeological resources that are historical resources apply.

California Code of Regulations (Cal. Code Regs.) Section 15064.5 also prescribes a process for addressing the existence, or likelihood, of Native American human remains, as well as the unexpected discovery of any human remains during implementation of a project. This process includes consultations with appropriate Native American tribes.

Guidelines for the implementation of CEQA define procedures, types of activities, persons, and public agencies required to comply with CEQA. Section 15064.5(b) defines project effects that would “cause a substantial adverse change in the significance of an historical resource” as significant effects on the environment. Substantial adverse changes include physical changes to both the historical resource and its immediate surroundings.

Section 15126.4(a)(1) states that an EIR should describe feasible measures that could minimize significant adverse impacts. Section 15126.5(b) describes mitigation measures related to impacts on historical resources.

California Register of Historical Resources (Cal. Public Res. Code § 5024.1, 14 Cal. Code Regs. § 4850)

Cal. Public Res. Code Section 5024.1 establishes the CRHR, which lists all California properties considered to be significant historical resources. The CRHR also includes all properties listed or determined eligible for listing in the NRHP, including properties evaluated and determined eligible under Section 106. The criteria for listing on the CRHR are similar to those of the NRHP:

1. [Resources that are] associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage
2. [Resources that are] associated with the lives of persons important in our past
3. [Resources that] embody the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic value
4. [Resources that have] yielded, or may be likely to yield, information important in prehistory or history

The CRHR regulations govern the nomination of resources to the CRHR (14 Cal. Code Regs. § 4850). The regulations set forth the criteria for eligibility as well as guidelines for assessing historical integrity and resources that have special considerations.

California Native American Graves Protection and Repatriation Act (Cal. Health & Safety Code § 8010 et seq.)

The California Native American Graves Protection and Repatriation Act establishes a state repatriation policy consistent with, and facilitates implementation of, the federal NAGPRA. The act strives to ensure that all California Native American human remains and cultural items are treated with dignity and respect, and asserts intent for the state to provide mechanisms for aiding California Native American tribes, including non-federally recognized tribes, in repatriating remains.

3.17.2.3 Regional and Local Plans, Policies, and Ordinances

Volume 2, Appendix 2-J provides summaries of the regional and local plans, policies, ordinances, and goals reviewed for consistency. Volume 2, Appendix 2-K further details the project's inconsistency with local and regional land use policies.

3.17.3 Regional and Local Policy Analysis

The Authority is a state agency and therefore is not required to comply with local land use and zoning regulations; however, it has endeavored to design and construct the project to be as compatible as possible with land use and zoning regulations. For example, the Authority would design the project to minimize impacts on archaeological resources and historic built resources and to comply with state and federal regulations such as the NHPA and CEQA, which aim to preserve and interpret resources important in U.S. and California prehistory and history.

CEQA and the CEQ regulations require a discussion of inconsistencies or conflicts between a proposed undertaking and regional or local plans and policies. The Authority reviewed a total of 233 regional and local policies, and these are described in Volume 2, Appendix 2-J. The project is consistent with 224 policies, goals, objectives, and implementing actions and inconsistent with nine policies and goals. The project alternatives would be inconsistent with certain provisions of the following regional and local policies and goals:

- **Santa Clara County General Plan** (County of Santa Clara 1994) Goal 5.1, Policy C-RC-52—The project would affect known archaeological and built historical resources and has the potential to encounter unknown archaeological resources or human remains, which is inconsistent with local policies and goals to protect and preserve heritage resources. However, the steps taken to identify ways to avoid such impacts or, if avoidance is infeasible, to mitigate for the impacts are consistent with the policies and goals. Volume 2, Appendix 2-K, describes in detail the application of mitigation measures (as described in section 3.17.8, Mitigation Measures) to reconcile inconsistencies where feasible.
- **City of Santa Clara General Plan** (City of Santa Clara 2010) P1, Goal 5.6.2-P1 and Goal 5.6.3-G1—The project would affect known archaeological and built historical resources, and has the potential to encounter unknown archaeological resources or human remains, which is inconsistent with Goal 5.6.3-G1 to protect and preserve archaeological and built historical resources in the City of Santa Clara. However, the steps taken to identify ways to avoid such impacts or, if avoidance is infeasible, to mitigate for the impacts is consistent with the policies and goals. . Volume 2, Appendix 2-K, details the application of mitigation measures to reconcile inconsistencies where feasible. As Goal 5.6.2-P1 also involves the evaluation of proposed changes to properties within 100 feet of a locally designated historic resource, to assess whether the resource's integrity would be affected, it is possible that construction activities would occur within 100 feet of a locally designated historical resource that is not within the APE. In any such instance, the project would not avoid, minimize, or mitigate potential impacts to that resource. As such, inconsistencies would not be reconciled with the City of Santa Clara's General Plan Policy 5.6.2-P1.

- **City of Morgan Hill General Plan** (City of Morgan Hill 2016) Policy HC-8.1—The project would affect known archaeological and built historical resources, and has the potential to encounter unknown archaeological resources or human remains, which is inconsistent with the local policy to protect historic resources in the City of Morgan Hill from loss and destruction. However, the steps taken to identify ways to avoid such impacts or, if avoidance is infeasible, to mitigate for the impacts is consistent with the policies and goals. Volume 2, Appendix 2-K details the application of mitigation measures to reconcile inconsistencies, where feasible.
- **San Benito County 2035 General Plan** (County of San Benito 2015) Goal NCR-7—The project would affect known archaeological and built historical resources, and has the potential to encounter unknown archaeological resources or human remains, which is inconsistent with the local goal to protect, preserve, and enhance cultural resources in San Benito County. However, the steps taken to identify ways to avoid such impacts or, if avoidance is infeasible, to mitigate for the impacts is consistent with the policies and goals. Volume 2, Appendix 2-K details the application of mitigation measures to reconcile inconsistencies, where feasible.
- **2030 Merced County General Plan** (County of Merced 2013) Goal RCR-2 and Policies RCR-2.1 and RCR-2.5—Tthe project would affect known archaeological and built historical resources, and has the potential to encounter unknown archaeological resources or human remains, which is inconsistent with the local goal to protect and preserve archaeological and built historical resources. However, the steps taken to identify ways to avoid such impacts or, if avoidance is infeasible, to mitigate for the impacts is consistent with the policies and goals. Volume 2, Appendix 2-K details the application of mitigation measures to reconcile inconsistencies, where feasible.

3.17.4 Coordination of Section 106 Process with NEPA and CEQA Compliance

The ACHP advises federal agencies to coordinate compliance with Section 106 of the NHPA and the procedures in the regulations implementing Section 106 with steps taken to meet the requirements of NEPA so that they can meet the purposes and requirements of both statutes in a timely and efficient manner. When NEPA review and Section 106 are integrated, the lead agency can assess ways to avoid, minimize, or mitigate adverse effects while identifying alternatives and preparing NEPA documentation. Similarly, both CEQA Guidelines and NEPA regulations encourage the preparation of joint documents as a way to avoid duplication and delay and to coordinate measures to avoid, minimize, or mitigate impacts on historic resources. 36 C.F.R. Part 800 defines the Section 106 process and documentation requirements. Such measures to avoid, minimize, or mitigate impacts on historic resources are binding commitments documented in this Draft EIR/EIS, as well as in compliance with Section 106 by the preparation of an MOA. There are some specific CEQA and NEPA requirements that diverge from the Section 106 process; Section 3.17.6.3, Resources of Importance to Native Americans and Other Interested Parties, addresses these exceptions.

The Section 106 PA provides an overall framework for how the Authority would achieve compliance with Section 106 of the NHPA, and includes stipulations regarding the identification, evaluation, and treatment of historic properties; delineation of the APE; consultations with tribal governments, local agencies, and interested parties; and standards for technical documentation. Pursuant to the requirements of CEQA, qualified professionals considered those property types exempted under the Section 106 PA for their potential to be historical resources under CEQA, and found that resources meeting those property types do not qualify as CEQA historical resources.

3.17.4.1 Section 106 Technical Studies Prepared for the Project

Authority analysts followed guidance prescribed by Section 106 of the NHPA in the studies conducted in preparation of this section. These studies include the results of background literature and records research, pedestrian field surveys, and consultations with the Native American community, the SHPO, other interested parties, and local, state, or federal agencies (see *San Jose to Merced Historic Architectural Survey Report* [HASR] [Authority 2019a] and *San*

Jose to Merced Archaeological Survey Report [ASR] [Authority 2019b]). The reports in Table 3.17-1 document compliance with Section 106 of the NHPA.

Table 3.17-1 Section 106 Technical Reports and Concurrence Dates

Report Title	Report Submission Date	SHPO Concurrence Date
Archaeological Survey Report	7/29/19	8/27/19
Historic Architectural Survey Report	6/13/19	7/12/19
Finding of Effect	2/27/19	Anticipated in June 2020
Memorandum of Agreement	TBD	Anticipated in December 2020

SHPO = State Historic Preservation Officer
TBD = to be determined

In general, the ASR documents research efforts, known archaeological sites, newly discovered archaeological sites if any are identified, and consultation efforts with Native American tribes. The HASR documents research efforts, known historic built resources, newly identified historic built resources, and consultation efforts with historical interest groups. The Finding of Effect (FOE) documents how the project would affect historic properties—both archaeological and built. These documents inform the findings described in this resource section.

Stipulation VIII.A of the Section 106 PA requires that the Authority develop an MOA for each project where it is determined that there would be an adverse effect on historic properties or when phased identification is necessary and adverse effects would occur. The MOA documenting agreement on the treatment of historic properties within the APE would be developed with input from consulting parties, and would be executed concurrently with the completion of the final EIR/EIS and the record of decision (ROD). Following the execution of the MOA, and in accordance with Section 106 PA Stipulations VIII.B.i and VIII.B.ii, the Authority would develop treatment plans—one for archaeological resources and one for historic built resources—to detail the treatment measures negotiated for all historic properties within the project.

The archaeological treatment plan (ATP) and built environment treatment plan (BETP) would define the process by which these treatment measures would be applied to each known resource identified in the MOA as being adversely affected, and would also outline measures for the phased identification of historic properties as additional parcel access is obtained and design work is completed. The MOA and treatment plans would provide specific performance standards that would avoid, minimize, or mitigate each adverse effect. The measures stipulated in the Section 106 consultation process have been coordinated with the measures outlined in this Draft EIR/EIS. These measures would be incorporated into the design and construction documents to incorporate them into the project.

3.17.4.2 Agency, Native American, Interested Parties, and Public Outreach Efforts

CEQA, NEPA, and Section 106 of the NHPA all require outreach regarding cultural resources to government agencies, Native Americans, and other parties who may have a demonstrated historic preservation interest in properties that would be affected by a project. To the extent possible, the cultural resources outreach requirements for CEQA, NEPA, and Section 106 have been coordinated to identify interested parties early in the process to achieve maximum participation in identifying cultural resources, addressing impacts on cultural resources, and developing appropriate mitigation measures. The primary goals of this outreach are to identify any cultural resources of concern to these parties and to provide them an opportunity to become Section 106 consulting parties to participate in the development of significance findings, assessments of effect, and mitigation measures. For this reason, cultural resources outreach for the project began in the early scoping phase of the process.

The Section 106 PA describes the process for consulting with Native Americans and other interested parties. Specifically, Stipulation V.A. of the Section 106 PA states that, "the public and consulting parties will have an opportunity to comment and have concerns taken into account on findings identified in Section 106 survey and effects documented via attendance at public meetings where they can submit comments on the information presented, as well as access [to] the Section 106 documents via email requests to the Authority's website." Furthermore, Stipulation V.C specifies that tribal consulting parties be consulted at key milestones in the Section 106 and NEPA processes to gain input from the tribal governments.

Some tribal consultation may be protected by information restrictions and not available for public review; however, tribal engagement and consultation with the Section 106 consulting parties has remained ongoing throughout the environmental document preparation process, and would continue through the construction phase of the project during implementation of the MOA and treatment plans. In meetings held with representatives of the Amah Mutsun Tribal Band, the areas of Pacheco Pass, and Pajaro floodplain in particular, were identified as culturally important landscapes highly sensitive for pre-contact cultural as well as natural resources. In addition, in a phone call with a representative of the Amah Mutsun Tribal Band of Mission San Juan Bautista, and in comments received from a representative of the Indian Canyon Mutsun Band of Costanoan, consulting party tribes reiterated that this area is sensitive for pre-contact resources, that care should be taken to avoid any resources, and that a tribal monitor should be present for ground-disturbing activities. Comments received from a representative from the Northern Valley Yokuts regarding the ASR expressed concern regarding the limited pedestrian archaeological field survey and emphasized the importance of including Native American participants at all stages of project development including but not limited to survey and monitoring.

Agency and Interested Party Outreach

The Authority contacted potentially interested parties including local government planning departments, historic preservation organizations, historical societies, libraries, and museums. In accordance with Section 106 PA Stipulation V.A., these interested agencies, groups and individuals were invited to comment on the significance findings and treatments proposed, and those with demonstrated interest in the project were invited to participate as consulting parties in the preparation of the MOA. A table describing this contact is provided in Volume 2, Appendix 3.17-A. This table also summarizes outreach to 113 state, regional, and local agencies that may have responsibilities for historic properties and may want to review reports and findings for a project within their jurisdiction.

3.17.4.3 Native American Outreach and Consultation

The Authority engaged tribal governments in the early stages of project development by inviting them to participate in the cultural resources investigations throughout the project delivery process. In California, for projects that issue a Notice of Preparation after July 1, 2015, Assembly Bill (AB) 52 (codified as Cal. Public Res. Code §§ 2018.3.1, 21083.3.2, and 21082.3) requires the lead agency to offer Native American tribes with an interest in tribal cultural resources within its jurisdiction the opportunity to consult on CEQA documents. AB 52 does not apply to the project because the Notice of Preparation was issued prior to July 1, 2015. However, through the engagement efforts, tribal participation in the cultural resources studies for the project included tribal contributions to the identification of resources and culturally sensitive areas, participation in project alignment tours, and participation in pedestrian archaeological field surveys.

Tribes also contributed to, reviewed, and commented on cultural resources technical reports, and will assist in the development of MOAs and ATPs. Tribal representatives collaborated on the development of mitigation options to address impacts on significant cultural resources, and will monitor construction activities in archaeologically sensitive areas and archaeological excavations. The Authority relies on the NAHC to identify those Native American tribal governments with whom it is most appropriate to consult for a given geographical area. These include both federally recognized and non-federally recognized tribes. The Authority regularly obtains a revised/updated list of local tribes from the NAHC so the most current tribal contact information is available when communicating with tribal representatives.

A table provided in Volume 2, Appendix 3.17-B summarizes the outreach with Native Americans undertaken to date for this section. Two tribes have elected to be a consulting party, and they are included in the list of consulting parties. The Authority contacted 43 tribes and individuals as part of this effort. The Authority will continue to consult with Native American tribes and individuals after the ROD, as previously inaccessible parcels are acquired, accessed, and surveyed.

Consulting Parties

Of the interested parties contacted, two Native American groups, one historical society, and two local government departments requested to be Section 106 consulting parties for the cultural resources investigation and the preparation of the MOA. As of June 2018, the consulting parties are:

- Amah Mutsun Tribal Band
- Indian Canyon Mutsun Band of Costanoan
- Morgan Hill Historical Society
- (Santa Clara) Valley Transportation Authority (VTA)
- City of Gilroy Planning Department

3.17.5 Methods for Evaluating Impacts

Methods for identifying and evaluating the significance of historic properties and historical resources, and assessing impacts on these properties and resources, were conducted in accordance with the Section 106 PA. This document provides an overall framework for conducting the Section 106 process, including outreach and consultation efforts, delineation of the APE, historic properties identification procedures, assessment of adverse effects and treatment of historic properties, documentation standards, and state and federal agency oversight in compliance with the NHPA. Additional direction by the Authority provides guidance in compliance with NEPA and CEQA. The Section 106 FOE report documents the assessment of known and potential adverse effects on historic properties that could occur during project construction or operation. Assessment of impacts on CEQA-only resources are also included in the FOE. As summarized in Section 3.17.1, Introduction, three other resource sections and two chapters in this Draft EIR/EIS provide additional information related to historic properties.

3.17.5.1 Definition of Resource Study Areas/Area of Potential Effect

As defined in Section 3.1, Introduction, RSAs are the geographic boundaries in which the environmental investigations specific to each resource topic were conducted. The RSA for impacts on cultural resources encompasses the areas directly or indirectly affected by construction and operation of the project. These areas include the project footprint for each of the project alternatives, including the associated electrical interconnection and network upgrades (EINU).

The Section 106 process uses the APE for the RSA for cultural resources surveys and analyses. Regulations implementing Section 106 of the NHPA require that the lead agency establish an APE for all federal projects (36 C.F.R. § 800.4(a)(1)). The PA assigns the delineation of the APE to the Authority (PA Stipulation II.B). The APE is the geographic area or areas within which a project may cause alterations in the character or use of historic properties, if any such properties exist (36 C.F.R. § 800.13(d)). Two distinct APEs are delineated for the project—one for archaeology and one for historic built resources. Both APEs were established following guidelines provided in PA Attachment B. The APEs consider both construction-related effects as well as operational effects. The survey and impacts analysis under CEQA and NEPA also used the APEs as the RSAs.

Archaeological Area of Potential Effect

The APE for archaeological properties was established in accordance with Attachment B and Stipulation VI.A of the Section 106 PA. The archaeological APE includes the area of ground to be disturbed before, during, and after project construction as well as during operation. This area includes, but is not limited to, excavation for the vertical and horizontal profiles of the alignment, station location footprints, geotechnical drilling, grading, cut-and-fill, easements, staging/laydown areas, utility relocation, borrow sites, spoils areas, temporary or permanent road construction,

grade separations features, infrastructure demolition, biological mitigation areas, and all permanent rights-of-way (i.e., the project footprint). In areas where project activities would take place below the surface, the vertical extent of the archaeological APE extends to the anticipated depth of these activities. Tunnels would be excavated at greater depths (up to 1,200 feet below the ground surface) and would pass under buried archaeological resources, except at tunnel portal locations where massive excavation and levelling is required. These areas were included in the APE for the purposes of the records search and to inform the historic context. The vertical archaeological APE was delineated in coordination with project engineers and includes maximum depth of ground disturbance for various features of the project.

Volume 2, Appendix 3.17-C includes a map set containing a generalized overview map for potentially affected archaeological resources, alternative alignments, and project footprints. The appendix does not include individual archaeological site maps, because the location of such resources is protected from public disclosure under state and federal law.

Historic Built Resources Area of Potential Effect

The methodology for establishing the historic built resources APE follows standard practices for the discipline, Attachment B of the Section 106 PA, and the Authority's *Cultural Resources Technical Guidance Memorandum #1* (Authority 2013), and is detailed in the project HASR (Authority 2019a). The historic built resources APE includes all legal parcels intersected by the proposed HSR right-of-way for all project alternatives, including proposed ancillary features such as grade separations, stations, maintenance facilities, utilities, and construction staging areas. The APE includes properties where historic materials or associated landscape features would be demolished, moved, or altered by construction. The types of resources encountered in the project vicinity and the proposed project construction activities guided the delineation of the APE. The historic built resources APE is larger than the project footprint. It is delineated to take into consideration effects caused by visual, audible, or atmospheric intrusions onto a property; the potential for vibration-induced damage; or isolation of a property from its setting. Visual and audible changes have the potential to affect character-defining features of some historic built resources. Volume 2, Appendix 3.17-C includes an overview map of potentially affected historic built resource locations and project alternative alignments, as well as individual historic built resource maps that show alternatives, footprint boundaries, and historic property boundaries.

3.17.5.2 Impact Avoidance and Minimization Features

IAMFs are project features that are considered to be part of the project and are included as applicable in each of the alternatives for purposes of the environmental impact analysis. The full text of the IAMFs that are applicable to the project is provided in Volume 2, Appendix 2-E. The following IAMFs are applicable to the cultural resources analysis:

- CUL-IAMF#1: Geospatial Data Layer and Archaeological Sensitivity Map
- CUL-IAMF#2: Worker Environmental Awareness Program [WEAP} Training Session
- CUL-IAMF#3: Pre-Construction Cultural Resource Surveys
- CUL-IAMF#4: Relocation of Project Features when Possible
- CUL-IAMF#5: Archaeological Monitoring Plan and Implementation
- CUL-IAMF#6: Pre-Construction Conditions Assessment, Plan for Protection of Historic Built Resource, and Repair of Inadvertent Damage
- CUL-IAMF#7: Built Environment Monitoring Plan
- CUL-IAMF#8: Implement Protection and/or Stabilization Measures

This environmental impact analysis considers these IAMFs as part of the project design. Within Section 3.17.7, Environmental Consequences, each impact narrative describes how these project features are applicable and, where appropriate, effective at avoiding or minimizing potential impacts to less than significant under CEQA.

3.17.5.3 Methods for Resource Identification

NEPA and CEQA require lead agencies to analyze the impacts their projects would have on historic properties and historical resources, which are a subset of cultural resources that are distinguished by meeting certain criteria for significance. The term *historic property* specifically refers to those cultural resources that meet the criteria for listing in the NRHP and are recognized as significant resources under NEPA and Section 106 of the NHPA. The term *historical resource* specifically refers to those cultural resources that meet the definitions for significant resources in Section 15064.5(a) of the CEQA Guidelines. Section 3.17.4.1 identifies the technical studies that document the identification of cultural resources. Each of those documents includes a robust discussion of the methods for resource identification, and the results are summarized in Section 3.17.6, Affected Environment.

Non-exempt historic built resources that met the Section 106 PA definition of *streamlined documentation properties* are those resources that are 50 years old or older that require no further study because they have been substantially altered, or are a common type with either minor alterations or little to no potential for historic significance. Qualified Investigators identified and reviewed all built resources subject to streamlined documentation for consistency and compliance with the Section 106 PA (Section VI.B.2-3 and Appendices C and D), and the Authority's *Cultural Resources Technical Guidance Memorandum #7* (Authority 2016), which provides direction regarding this recordation method in the HASR. Streamlined documentation procedures were used to document non-exempt properties possessing various degrees of alterations, a low likelihood of historic significance under any criteria, or a combination of both. The HASR characterizes the historic context themes and common property types applicable to the project, which informed the identification of resources that qualify for streamlined documentation (Authority 2019a).

3.17.5.4 Method for Evaluating Impacts under NEPA

The CEQ NEPA regulations (40 C.F.R. Parts 1500–1508) provide the basis for evaluating project impacts (as described in Section 3.1.5.4). As described in Section 1508.27 of these regulations, the criteria of context and intensity are considered together when determining the severity of the change introduced by the project.

The ACHP advises federal agencies to coordinate compliance with Section 106 and the procedures in the regulations implementing Section 106, with steps taken to meet the requirements of NEPA. Consequently, the NRHP criteria for adverse effect, no adverse effect, or no effect on historic properties (36 C.F.R. § 800.5) was used to evaluate effects on historic properties within the project's APE. To inform an effect under NEPA, the same methods used to identify and evaluate historic properties are applied to aspects of the cultural environment that are not considered NRHP-eligible properties. In compliance with NEPA, evidence or information that suggested both the existence of and impacts on these resources were incorporated into the following analysis.

Cultural resource impact assessment findings presented in this section are consistent with the NHPA criteria for adverse effect (36 C.F.R. § 800.5). Under these regulations, a project has an effect on a historic property when the project may alter the characteristics of the property that may qualify the property for inclusion in the NRHP (36 C.F.R. § 800.5(a)). An effect is considered adverse when the project may diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. The effects analysis considers all qualifying characteristics of a historic property, including those characteristics that may have been identified subsequent to the original evaluation of the property's NRHP eligibility. Adverse effects may include reasonably foreseeable effects caused by the project that may occur later in time, be farther removed in distance, or be cumulative.

The Section 106 criteria for adverse effect state that examples of adverse effects on historic properties include, but are not limited to:

- Physical destruction of or damage to all or part of the property.

- Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access that is not consistent with the SOI's Standards for the Treatment of Historic Properties (36 C.F.R. Part 68) and applicable guidelines.
- Removal of the property from its historic location.
- Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance.
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features.
- Neglect of a property that causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to a Native American tribe or Native Hawaiian organization.
- Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to provide for long-term preservation of the property's historic significance.

3.17.5.5 Method for Determining Significance under CEQA

CEQA requires that an EIR identify the significant environmental impacts of a project (CEQA Guidelines § 15126). One of the primary differences between NEPA and CEQA is that CEQA requires a threshold-based impact analysis. Significant impacts are determined by evaluating whether project impacts would exceed the significance threshold established for the resource (as presented in Section 3.1.5.4).

Based on CEQA guidelines, the project would result in a significant impact on cultural resources if it would result in any of the following:

- Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.
- Disturb any human remains, including those interred outside of formal cemeteries.
- Cause a substantial adverse change in the significance of a tribal cultural resource, as defined in Cal. Public Res. Code Section 21074 as a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
    i. Listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
    ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

CEQA guidelines use the following definitions to analyze impacts on historical or archaeological resources:

- Substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired (§ 15064.5(b)(1)).
- The significance of a historical resource would be materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics that convey its historic significance or justify its inclusion in, or eligibility for, the NRHP, CRHR, or local registers (§ 15064.5(b)(2)(A–C)).

However, because minimal access to much of the project footprint has been granted for a detailed survey or evaluation of archaeological resources, any archaeological site within the APE is assumed eligible for the NRHP or CRHR, and therefore any impact is considered significant under CEQA. Like NEPA resources, demolished built resource locations that encompass significant buried resources can be determined eligible for the CRHR under Criterion 4, *yielding information important in history*, while those without the potential to include significant buried resources are not further analyzed. Many of the demolished built resources in the APE contain no potential for significant archaeological resources under Criterion D or Criterion 4 because the buildings were built during a well-documented period of development and are not likely to yield important information in history. Further, demolished built resources that contain foundation slabs as an archaeological resource are exempt from evaluation or study under Attachment D of the PA. Information relating to such resources in the APE is presented in Table 3.17-2.

Table 3.17-2 Demolished Built Resources in the Area of Potential Effect with No Archaeological Significance

Trinomial/ID	Primary Number	Type/Description	Justification
N/A	P-24-000813	Warehouse building location, built circa 1960. The building has been destroyed and all that remains is the foundation slab. There is no potential for significant archaeological resources under Criterion D or Criterion 4.	Building was constructed during a well-documented period of residential and commercial development in San Jose and is not likely to yield information important in prehistory or history. Further, foundations as an archaeological resource are exempt from evaluation or study under Attachment D of the PA.
N/A	P-24-000814	Industrial building location, built circa 1961. The building has been destroyed and all that remains is the foundation slab. There is no potential for significant archaeological resources under Criterion D or Criterion 4.	No potential for significant archaeological resources under Criterion D or Criterion 4 because the building was constructed during a well-documented period of residential and commercial development in San Jose and is not likely to yield information important in prehistory or history. Further, foundations as an archaeological resource are exempt from evaluation or study under Attachment D of the PA.

Trinomial/ID	Primary Number	Type/Description	Justification
N/A	P-24-000815	Industrial building location, built circa 1961. The building has been destroyed and all that remains is the foundation slab. No evidence was discovered to warrant consideration for listing under Criterion D or Criterion 4.	No potential for significant archaeological resources under Criterion D or Criterion 4 because the building was constructed during a well-documented period of residential and commercial development in San Jose and is not likely to yield information important in prehistory or history. Further, foundations as an archaeological resource are exempt from evaluation or study under Attachment D of the PA.
N/A	P-43-000915	Decorative stucco tower, built circa 1929. This surficial structure was built as part of an entryway for a real estate development. The tower has been replaced by a small building and a fuel tank, and it is unlikely anything remains of the previous structure. There is no potential for significant archaeological resources under Criterion D or Criterion 4	Building was constructed during a well-documented period of residential and commercial development and is not likely to yield information important in prehistory or history.
N/A	P-43-001243	Smith Manufacturing Company building, built 1916. All that remains of the building are the foundations. Concrete pads and perimeter foundation do not appear to contain any information important to prehistory or history.	This technology is well understood through contemporary trade journals and scientific monographs. Consequently, the site appears to lack significance under NRHP Criterion D. Foundations are exempt from evaluation or study under Attachment D of the PA.
N/A	P-43-001246	Western Elevator Manufacturing Company building, built late 1920s. All that remains of the building are the foundations. Concrete pads and perimeter foundation do not appear to contain any information important to prehistory or history.	This technology is well understood through contemporary trade journals and scientific monographs. Consequently, the site appears to lack significance under NRHP Criterion D. Foundations are exempt from evaluation or study under Attachment D of the PA.
N/A	P-43-001285	KNTV building location, built circa 1955. Because the building has been destroyed and all that remains is the foundation slab, the location does not appear to contain any information important to prehistory or history.	This technology is well understood through contemporary trade journals and scientific monographs. Consequently, the site appears to lack significance under NRHP Criterion D. Foundations are exempt from evaluation or study under Attachment D of the PA.
N/A	P-43-001323	Gaines Poultry building, built early 1950s. This building was removed and has been replaced by a new building under construction	Building was constructed during a well-documented period of residential and commercial development in San Jose and is not likely to yield information important in prehistory or history.

Trinomial/ID	Primary Number	Type/Description	Justification
N/A	P-43-001326	Retail building, built early 1950s. This building was removed and has been replaced by a parking lot.	Building was constructed during a well-documented period of residential and commercial development in San Jose and is not likely to yield information important in prehistory or history.
N/A	P-43-003160	Alma Bowl, built circa 1960. This bowling alley has been replaced by a large apartment building, and it is unlikely anything remains of the previous structure.	Building was constructed during a well-documented period of residential and commercial development in San Jose and is not likely to yield information important in prehistory or history.
7598 Monterey Street, Gilroy (ID 3363)		Masonic Temple, built circa 1902. This structure has been replaced by a large modern building, and it is unlikely anything remains of the previous structure.	Existing built features of this site no longer retain their integrity of design, materials, and workmanship. Building was constructed during a well-documented period of residential and commercial development in Gilroy and is not likely to yield information important in prehistory or history.
9345 Monterey Street, Gilroy (ID 3143), built 1953		This structure has been replaced by a large modern building, and it is unlikely anything remains of the previous structure.	Existing built features of this site no longer retain their integrity of design, materials, and workmanship. Building was constructed during a well-documented period of residential and commercial development in Gilroy and is not likely to yield information important in prehistory or history.
18625 Monterey Street, Morgan Hill (ID 2067)		Drive-in built circa 1957. All that remains of the building are the foundations.	Existing built features of this site no longer retain their integrity of design, materials, and workmanship. The concrete pad does not appear to contain information important to prehistory or history. This technology is well understood through contemporary trade journals and scientific monographs. Consequently, the site appears to lack significance under NRHP Criterion D. Foundations as an archaeological resource are exempt from evaluation or study under Attachment D of the PA.

Trinomial/ID	Primary Number	Type/Description	Justification
Southern Pacific Railroad Switching Tower, San Jose (ID 6216), built circa 1929		All that remains of the building are the foundations.	Existing built features of this site no longer retain their integrity of design, materials, and workmanship. The concrete pad does not appear to contain information important to prehistory or history. This technology is well understood through contemporary trade journals and scientific monographs. Consequently, the site appears to lack significance under NRHP Criterion D. Foundations as an archaeological resource are exempt from evaluation or study under Attachment D of the PA.

Sources: Authority 2019a, 2019b
N/A = not applicable
NRHP = National Register of Historic Places
PA = programmatic agreement

3.17.6 Affected Environment

In accordance with Section 106 PA Attachment C (FRA et al. 2011), the methodology for identification of historic properties includes the development of historic themes and contexts. Such contexts characterize the cultural environment of the project APE and provide the baseline against which archaeological and historic built resources are evaluated for historic significance and integrity. The following historic contexts and resource typologies are summaries of those included in the Section 106 technical documents. The NRHP eligibility criteria (36 C.F.R. § 60.4) were used to evaluate historic significance of resources within the project APE, as described in Section 3.17.2.1, Federal, for the purposes of NEPA and CEQA compliance. In addition, properties officially designated or recognized as historically significant by a local government, pursuant to a local ordinance or resolution, as historic or contributing to historic districts (Cal. Public Res. Code § 5020.1(k)) were evaluated using NRHP eligibility requirements. Such properties are presumed to be historically or culturally significant for the purposes of CEQA (§ 21084.1 Historical Resources Guidelines). If the Authority determined the property did not meet NRHP significance standards, the resource was considered to be significant for the purposes of CEQA, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant.

3.17.6.1 Archaeological Resources

This section on pre-contact and contact-period archaeological resources provides general information on the types of cultural resources that may be found in the APE because, to date, much of the APE has not yet been surveyed and most of the known sites have not been reexamined. The context also applies to areas determined to be archaeologically sensitive, where unknown resources may be found. No traditional cultural properties or resources important to Native Americans have been identified in the APE.

Pre-Contact and Contact-Period Archaeological Resources

Pre-contact archaeological sites in California are locations where human activities were carried out during the exclusive Native American occupation of the area. This period is generally defined as beginning with the arrival of humans in North America—thought to be about 13,000 years ago—and ending with European contact, often stated to be in 1769 A.D., the date of the arrival of Spanish missionaries in California. Pre-contact archaeological resources are often called “prehistoric,” but the term “pre-contact” is preferred.

The contact period occurs at the end of the pre-contact period, both prior to and after 1769. This period is defined as beginning with the first contact of Native Americans and Europeans, and continuing for a variable length of time for various Native American groups. This period provides a unique view of the early interaction of Native American and European peoples, and how Native Americans were influenced by this contact.

The contact period is usually defined as ending with intensive European American settlement, which resulted in the end of Native American living patterns and incorporation of Native Americans into the European American cultural system. Spanish missions largely ended independent Native American cultures along the California coast by 1810, while Native Americans in mountain and desert portions of the state lived essentially undisturbed into the 1840s.

Historical Archaeological Resources

Historical archaeological sites in California are locations where human activities were carried out during the historical period, generally defined as beginning with European contact in the mid-18th century and ending approximately 50 years ago. Some of these sites are of Native American origin during the historical period, but most are the result of Spanish, Mexican, Asian, African-American, or Anglo-American activities. Most historical archaeological sites are domestic sites, places where houses formerly stood, and they tend to contain the types of household goods reflecting the economic standing and ethnic identity of their occupants. Remains of ceramic, metal, and glass containers and dishes are most common, together with remains of the materials used in house construction (e.g., nails, brick, flat glass). Historical archaeological sites can also be nonresidential, resulting from ranching, farming, mining, transportation, and other commercial and industrial activities. Human burials dating to the historical period may also be considered archaeological resources.

Pre-Contact Archaeological Context

The ASR (Authority 2019b) includes a narrative description of the natural environment and cultural patterns that shaped the cultural history of the APE. Rather than repeating that narrative here, the following section describes the context for evaluating pre-contact archaeological sites that may be found in the APE. NRHP eligibility Criterion D—*[properties] that have yielded, or may be likely to yield, information important in prehistory or history*—is almost always the criterion applied to pre-contact archaeological resources. In rare instances, notable pre-contact archaeological resources may be considered for eligibility under Criterion A, B, or C. Criterion D has been summarized as “the property must have, or have had, information that can contribute to our understanding of human history of any time period; the information must be considered important” (NPS 2002). This element of scientific study is mirrored in the CRHR eligibility Criterion 4—*resources that have yielded, or may be likely to yield, information important in prehistory or history.*

The significance of each pre-contact archaeological site in the APE is its ability to yield scientific information and data that can address research questions relevant to pre-contact human occupation of the region. Archaeologists use archaeological site data to better understand how people lived in the past, based on scientific analysis of the physical material remains of past human activity. A single archaeological site usually does not contain sufficient data for resolving important research questions, but each site contributes incrementally to a broader understanding. The following research issues are likely to apply to archaeological resources found in the APE. Although these research issues are presented as separate topics, they are interdependent, and data types often overlap among multiple lines of research. Research areas are:

- Chronology
- Settlement patterns
- Subsistence
- Raw material procurement and tool manufacturing
- Mobility, exchange, and cultural interaction

Ethnographic Setting

Two distinct cultural groups inhabited portions of the current APE at the time of European contact—the Ohlone and the Northern Valley Yokuts. This section provides a brief standard ethnography based on scholarly research on these two cultural groups. The ASR provides an expanded ethnographic context, including an ethnographic section provided by the Amah Mutsun (Appendix E of the ASR) (Authority 2019b).

Ohlone

At the time of European contact, a group of Native Americans whom ethnographers refer to as the Ohlone, incorrectly named Costanoan by the Spanish, occupied the San Francisco Bay Area. A descendant group of the Ohlone, the Amah Mutsun, have retained an affiliation with the southern Santa Clara Valley up to the present time. The Ohlone are a linguistically defined group composed of several autonomous tribelets that spoke eight different but related languages. Ohlone territory extended along the coast from the Golden Gate in the north to just below Carmel to the south, and as far as 60 miles inland (Levy 1978).

The Ohlone were hunter-gatherers and relied heavily on acorns and seafood. They also exploited a wide range of other foods and used tule balsas for watercraft, and bow and arrow, cordage, bone tools, and twined basketry to procure and process their foodstuffs (Levy 1978).

Prior to contact, the Ohlone were politically organized by tribelet, with each having a designated territory. A tribelet consisted of one or more villages and camps within a territory designated by physiographic features (Kroeber 1962).

Seven Spanish missions were founded in Ohlone territory between 1776 and 1797. While living within the mission system, the Ohlone commingled with other groups, including the Esselen, Yokuts, Miwok, and Patwin. Mission life was devastating to the Ohlone population (Milliken 1995). It has been estimated that in 1776, when the first mission was established in Ohlone territory, the Ohlone population numbered around 10,000. By 1832, the Ohlones numbered less than 2,000 as a result of introduced disease, harsh living conditions, and reduced birth rates (Levy 1978).

Under the Mexican government, secularization of the mission lands began in earnest in 1834. Most of the former mission land was divided among loyal Mexican subjects, and the Ohlone who chose to remain in their ancestral territory usually became squatters. Consequently, several multiethnic Indian communities (consisting of individuals of Chochenyo, Plains Miwok, Northern Valley Yokuts, Patwin, and/or Coast Miwok descent) were established in the mid-19th century within Ohlone territory (Levy 1978).

The Ohlone living today belong to geographically distinct groups, most in their original home territory. The Amah Mutsun Tribe are descendants of Mutsun speakers of Mission San Juan Bautista. The Muwekma Ohlone Tribe has members from around the San Francisco Bay Area, and is composed of descendants of the Ohlones from the San Jose, Santa Clara, and San Francisco missions. The Ohlone Esselen Nation consists of descendants of tribal members associated with Mission San Carlos Borromeo.

Northern Valley Yokuts

The Northern Valley Yokuts are the historical occupants of the central and northern San Joaquin Valley. Northern Valley Yokuts territory extended from near where the San Joaquin River makes a big bend northward near Mendota, northward to a line midway between the Calaveras and Mokelumne Rivers (Wallace 1978).

For the Northern Valley Yokuts, the San Joaquin River and its main tributaries served as a lifeline to the valley; consequently, their villages tended to congregate around these main water sources. They gained much of their livelihood through fishing (in particular, salmon fishing); and varied their diet with waterfowl and the harvesting of wild plant food, such as acorns, tule root, and seeds (Wallace 1978). A headman guided each tribe, and village populations averaged around 300 people.

The Northern Valley Yokuts manufactured a range of intricate and carefully woven baskets for a variety of purposes, including storing, cooking, eating, winnowing, use as hopper mortars, and transporting food materials. Local craftsmen also fashioned a wide range of essential tools and implements from stone (Wallace 1978).

The Northern Valley Yokuts suffered great population decline and cultural breakdown when they were drawn into the mission system. This decline continued through the Early American period, as the rich soils of the Delta and Central Valley attracted many former miners and other settlers to farming. As settler populations grew, the remaining Yokuts were driven off their hunting and food-gathering lands (Wallace 1978). Yokuts live on the Tule River Reservation near Porterville, California, established in 1873, and the Santa Rosa Rancheria near Lemoore, California, established in 1921 (World Culture Encyclopedia 2008).

Historical Archaeological Context

The APE contains archaeological deposits that could be associated with the various periods of settlement and development of the region. These periods are usually defined as the Spanish Period (1769–1821), the Mexican Period (1821–1848), the Early American Period (1848–1870), the Modernization Period (1870–1945), and the Modern Period (1945–present). Because of the broad range of activities that could have occurred in the APE, these archaeological deposits could reflect a variety of social groups, ranging from the individual residential unit (e.g., individual family farm or ranch) or the collective, immediate community (e.g., neighborhood, industrial area). The APE also has the potential to contain a variety of undiscovered resources lying below modern development that could be exposed during construction.

The significance of each historical archaeological site in the APE is its ability to yield scientific information and data that could address research questions relevant to human occupation of the Santa Clara Valley, Pacheco Pass, and a portion of the San Joaquin Valley during European settlement of these areas. Unlike pre-contact sites, information derived from historical sites can be compared to what is known about these sites or neighborhoods from written records. Sources that can be used to identify individual residents include census records, tax assessor's records, and city directories. Some of these resources, such as census records, can also help to further define the individual residents by providing information about ethnicity, place of birth, socioeconomic status, and household structure. A variety of archival resources can also be used to identify what products were available to the residents from businesses in the vicinity such as town plats, Sanborn Fire Insurance maps, engineering maps, census records, local product catalogs, city directories, tax assessor's records, and newspaper articles.

The ASR summarizes research issues appropriate for the project and the data needed in order to address such research. Although these research issues are presented as separate topics, they are interdependent, and data types often overlap among multiple lines of research. Those research areas are:

- Consumer Behavior
- Spatial Organization
- Urban Geography
- Trade Markets and Networks
- Gender and Family
- Class and Ethnicity

Description of Known Archaeological Resources

Based on the records search, 177 previously recorded archaeological resources are within the search radius, which included a radius of 0.25 mile from the centerline of the project alternatives. Of these previously recorded resources, 35 are in the archaeological APE; this number includes 6 locations of buildings or other structures that have, since their recordation, been demolished and that may now constitute archaeological resources (Table 3.17-3).

In addition, there are 14 demolished built resources recorded within the APE—assigned a primary number by the California Historic Resources Information System or listed in local surveys—that have provided no evidence to warrant consideration for listing under NRHP Criterion D or CRHR Criterion 4. These resource locations are listed in Table 3.17-2, and are not discussed further.

Also, there are three resources—CA-SCL-714/H (P-43-000632), CA-SCL-868 (P-43-001840), and CA-SCL-000929H (P-43-003047)—that are within 50 feet of the project footprint. The potential exists for these resources to extend into the project footprint, as discussed in the ASR (Authority 2019b). Additionally, two resources—CA-SCL-31 (P-43-00051) and P-43-001215—are in the project footprint above the tunnel footprint; no work is planned at this time on the ground surface in this part of the APE. Of these resources, CA-SCL-30, the third Mission Santa Clara location, has been previously evaluated for NRHP and/or CRHR eligibility, and has been determined eligible.

Surveys conducted on December 13–15 and December 19–21, 2016, field verified the presence of one previously recorded resource, CA-SCL-412 (P-43-000417) in the APE. The total area covered during the survey was 122 acres and 0.128 percent of the APE. This survey and results are further discussed in the ASR.

Table 3.17-3 presents the known resources that are completely or partially within the APE. The resources are present in geographic order from the north in San Jose to the south and east to Pacheco Pass and over into the San Joaquin Valley.

Table 3.17-3 Previously Identified Archaeological Resources in the Area of Potential Effect

Trinomial (Smithsonian number):	State Site Identifier (P#)	Period	Description	NRHP/CRHR Eligibility
San Jose Diridon Station Approach Subsection				
CA-SCL-30	P-43-000050	Historical	Third location (1784–1819) of Mission Santa Clara de Asis	Determined eligible (Criterion D)
N/A	N/A	Historical	889 Elm Street; circa 1865 residence location; structure now demolished.	Assumed eligible
CA-SCL-855	P-43-001617	Historical	Former SPRR-UPRR Yards; refuse scatter in demolished railroad yard	Assumed eligible
CA-SCL-690	P-43-001071	Pre-contact	Pre-contact cemetery, with remains largely reburied on-site	Assumed eligible
N/A	P-43-002234	Historical	Redeposited historic-period artifact scatter	Assumed eligible
Monterey Corridor Subsection				
N/A	P-43-001842	Historical	Dairy farm complex, circa 1915–1940; all structures now demolished	Assumed eligible
CA-SCL-448	P-43-0000449	Pre-contact	Shell scatter	Assumed eligible
CA-SCL-334	P-43-000341	Historical	Residence and water tower, circa 1890 farmstead; structures now demolished	Assumed eligible

Trinomial (Smithsonian number):	State Site Identifier (P#)	Period	Description	NRHP/CRHR Eligibility
CA-SCL-338H	P-43-000345	Historical	Site of Fisher Ranch or Fisher's Coyote Ranch Headquarters, barn, main house, outbuildings, 1850–1960s; high potential for buried archaeological features	Eligible under Criteria C and D
Morgan Hill and Gilroy Subsection				
CA-SCL-161	P-43-000173	Pre-contact	Isolate consisting of one chert flake	Assumed eligible
CA-SCL-167	P-43-000178	Pre-contact	Lithic scatter	Assumed eligible
CA-SCL-168	P-43-000179	Pre-contact	Lithic scatter	Assumed eligible
CA-SCL-169	P-43-000180	Pre-contact	Lithic scatter	Assumed eligible
CA-SCL-838	P-43-001280	Pre-contact	Occupation site and burials	Assumed eligible
N/A	Unknown	Unevaluated	Unknown possible resource; based on Information Center mapping.	Assumed eligible
N/A	P-43-001737/ P-43-001765	Pre-contact	Pre-contact stone tool scatter at D.G. Brewer farm	Assumed eligible
N/A	P-43-001283	Multicomponent	Pre-contact and historic-period artifact scatter	Assumed eligible
N/A	P-43-1757	Historical	Fourteen Mile House, circa 1870–1890 stage station; structure now removed	Assumed eligible
CA-SCL-571	P-43-000566	Pre-contact	Stone tool scatter	Assumed eligible
CA-SCL-573	P-43-000568	Pre-contact	Recorded at two locations; pre-contact burial	Assumed eligible
CA-SCL-576	P-43-000571	Pre-contact	Lithic scatter	Assumed eligible
CA-SCL-626	P-43-001018	Historical	Residential structure with historic-period artifact scatter	Assumed eligible
N/A	P-43-001465	Historical	Pinard Hotel and Saloon location, circa 1890–1895; structures now demolished; associated with 18-Mile House (Madrone) stage station, circa 1858	Assumed eligible
N/A	P-43-001463	Historical	Pinard House location, circa 1895; structure now demolished	Assumed eligible
CA-SCL-670	P-43-001054	Historical	Will Bone House, circa 1899, and historical archaeological remains	Assumed eligible
CA-SCL-673H	P-43-001057	Historical	Historic-period structure with associated artifact scatter	Assumed eligible
CA-SCL-722	P-43-000640	Pre-contact	Scatter of fire-cracked rock and lithics	Assumed eligible
CA-SCL-560	P-43-000555	Historical	Fitzgerald-Allemand Farm, circa 1867–1900 farmstead; refuse scatter and possible features	Assumed eligible

Trinomial (Smithsonian number):	State Site Identifier (P#)	Period	Description	NRHP/CRHR Eligibility
CA-SCL-412	P-43-000417	Pre-contact	Groundstone scatter	Assumed eligible
Pacheco Pass				
CA-SCL-116	P-43-000129	Pre-contact	Waste flake scatter	Assumed eligible
CA-SCL-117	P-43-000130	Pre-contact	Occupation site	Assumed eligible
CA-SCL-118	P-43-000131	Pre-contact	Occupation site with burials	Assumed eligible
CA-SCL-123	P-43-000136	Pre-contact	Occupation site	Assumed eligible
CA-SCL-301	P-43-000309	Pre-contact	Processing site	Assumed eligible
San Joaquin Valley Subsection				
CA-MER-322	P-24-000412	Pre-contact	Stone tool scatter	Assumed eligible

Source: Authority 2019b
CRHR = California Register of Historical Resources
N/A = not applicable
NRHP = National Register of Historic Places
SPRR = Southern Pacific Railroad
UPRR = Union Pacific Railroad

Description of Predicted Archaeological Sites and Archaeological Sensitivity

It is considered likely that the APE contains additional as-yet-undocumented pre-contact archaeological sites. The range of possible archaeological site types are likely to be consistent with the range of archaeological sites previously documented in the APE, which include occupation sites, shell and lithic scatters, and human burials. The sensitivity analysis completed for the project considered general and buried archaeological sensitivity for pre-contact sites, and while areas within the existing rail right-of-way have been previously disturbed, the archaeological sensitivity analysis includes the entire project footprint, as well as new acquisitions.

The historical archaeological sensitivity study analyzed parcels with structures present that were built pre-1967 that are within 30 feet of the APE, archaeological resources with a historical archaeological component that are located within 200 feet of the APE, and built environment resources that have been demolished since their initial recordation that are within 30 feet of the APE. Because of the scale of the project footprint, detailed historic research was infeasible, and, instead, two information sources encompassing both aspects of land use and archaeological data were used to identify the historical archaeological sensitive area.

Historical archaeological sites are anticipated to include refuse material associated with the land-use activities in the APE during the historic period. Refuse sites include privies, dumps, and surface refuse scatters. Prior to the development of sewage systems and routine garbage pickup, use of outdoor toilets—privies—and local trash dumps left buried features that are rich in artifacts and information. These types of features can be associated with houses in urban areas and rural ranches and farms. The APE may also encompass remains from the California mission era, although this type of site is very rare except around known mission locations.

Historical archaeological site types may also include architectural elements and structures in ruin such as buildings representative of residences, domestic outbuildings, commercial facilities, and religious structures. Specific characteristics of these site types may include foundations, walls, floors, pads, piers, footings, “builder’s trenches” (where footings once lay), or any other extant architectural elements.

Geomorphology of the Area of Potential Effect

The Authority completed an archaeological sensitivity study for the project using geologic, hydrologic, and slope data to consider two distinct classes of archaeological sensitivity: (1) whether portions of the APE have the capacity to contain buried archaeological sites (i.e., *buried site sensitivity*) and (2) whether portions of the APE have elevated potential to contain archaeological sites in general, whether they are on the surface or buried (i.e., *general site sensitivity*).

This study concluded that 71 percent of the APE has the capacity to contain buried archaeological sites and 13 percent has an elevated potential to contain archaeological sites regardless of whether they are surface exposed or buried. Analysis revealed that areas within a 100-meter (325-foot) distance to water and at slopes of less than 15 degrees contained a statistically significant disproportionate distribution of pre-contact archaeological sites. As water and gentle slopes are equally distributed within all of the project alternatives, the archaeological sensitivity for each alternative is considered to be the same.

3.17.6.2 Historic Built Resources

Historic properties and historical resources are elements of the built environment that are listed in, or eligible for, the NRHP or CRHR, or are considered historical resources for the purposes of CEQA. These elements reflect important aspects of local, state, or national history. They can be buildings, structures, objects, sites (including landscapes), or districts. Examples of the types of historic properties (per NRHP) or historical resources (per CEQA) within the APE include: residential, institutional (e.g., churches, schools), agricultural (e.g., orchards, dairies, barns, ranches), railroad (e.g., train depot, underpasses), water conveyance infrastructure (e.g., water or irrigation ditches), power lines, intact or partially intact roads and highways, and commercial and institutional buildings. The HASR provides an extensive historical context and property type context for the project, and the full evaluation of historic built resources in the APE (Authority 2019a). The environmental setting for the purposes of impact analysis consists of those resources that are eligible for or listed in the NRHP or the CRHR, or that qualify as CEQA historical resources.

Historic Built Resources in the Area of Potential Effect

The surveys conducted in the APE identified 554 built resources that were 50 years old or older at the time the intensive survey was initiated (i.e., constructed prior to 1967) and were evaluated using the NRHP and CRHR significance criteria, and in compliance with the Section 106 PA (FRA et al. 2011), its attachments, and subsequent guidance. The HASR provides the evaluation of these resources (Authority 2019a) as required by the Section 106 PA. Of the evaluated resources, 519 were determined to be ineligible for listing in the NRHP, with SHPO concurrence, and they are therefore not addressed in this resource section.

Five previously NRHP-listed properties were field verified to check their current level of historic integrity and to document any changes since they were originally recorded. The remaining 30 were determined eligible for listing in the NRHP; following SHPO concurrence, these properties were automatically listed in the CRHR. In addition to being historic properties under Section 106 and NEPA, these 35 properties are considered to be historical resources for the purposes of CEQA.

Additionally, 13 of the resources that were found ineligible for listing in the NRHP are officially designated by a local government pursuant to a local ordinance or resolution. Unless the preponderance of the evidence demonstrates that a designated resource is not historically or culturally significant, such resources are considered historical resources for the purpose of CEQA. All 35 NRHP-listed/-eligible historic properties and 13 CEQA historical resources are listed in Table 3.17-4, arranged numerically by resource ID. The resource IDs were generally assigned sequentially from north to south and west to east. However, revisions to the APE resulted in additional resources subsequently entering the survey population; these additional resources were assigned resource IDs at the end of the sequence regardless of their location along the project corridor. The subsection and project alternative where the resource is located is also indicated in this table. The 48 resources are described in paragraphs at the beginning of each impact statement in Section 3.17.7.3, Historic Built Resources.

Resources found ineligible for NRHP listing or as CEQA historical resources include the Keesling's Shade Trees, as detailed in the HASR. Although they are not analyzed as a Section 106 historic property or CEQA historical resource in this Draft EIR/EIS, the Keesling's Shade Trees are considered to be visual resources and are analyzed in Section 3.16, Aesthetics and Visual Quality.

Unlike archaeological resources, there is almost no potential for unanticipated discoveries of historic built resources: comprehensive surveys were able to be conducted of the APE, largely from the public right-of-way, and any historic-age built resources not sufficiently visible from the public right-of-way were noted as requiring phased identification, pursuant to the Section 106 PA. The narrative context provided for archaeological resources provides a basis for understanding the types of resources and research themes that would apply if unanticipated archaeological resources are encountered during construction. Because the potential for unanticipated historic built resources is so low, there is no need for a comparable narrative for such resources.

A robust context narrative for historic built resources was prepared in the HASR to support identification of non-exempt historic built resources that met the Section 106 PA definition of *streamlined documentation properties*. Consistent with the Section 106 PA (Volume 2, Appendix 3.17-D) and the Authority's *Cultural Resources Technical Guidance Memorandum #7* (Authority 2016), these properties include those that are 50 years old or older that require no further study because they have been substantially altered, or are a common type with either minor alterations or little to no potential for historic significance.

Table 3.17-4 provides a summary of built resources within the APE that have been listed or determined eligible for listing in the NRHP and CRHR, in addition to built resources that qualify as CEQA resources. Figure 3.17-1 through Figure 3.17-5 show the locations of the historic built environment resources. Chapter 8 of the HASR provides summary descriptions of these built resources, and DPR forms included as Appendix D of the HASR provide detailed evaluations (Authority 2019a). Table 8-6 of the HASR presents the historic-age built resources that will be surveyed and evaluated for NRHP and CRHR eligibility during phased identification.

Table 3.17-4 Significant Built Resources

Resource Name; ID #	Address; City; County	NRHP/CRHR Eligibility Criteria	Historic Property and Character-Defining Features	Historic Property Boundary Description
National Register Listed/Eligible Properties				
Santa Clara Railroad Historical Complex (Santa Clara Depot); **Resource ID 0141**	1 Railroad Avenue/ Benton Street; Santa Clara; Santa Clara	A/1, C/3 (Depot is NRHP/CRHR listed; Depot, Speeder Shed, Tool House, and Control Tower are NRHP eligible/CRHR listed)	Depot, Maintenance-of-Way Speeder Shed, Maintenance-of-Way Section Tool House, and Control Tower. Character-defining features of the depot include its rectangular plan measuring approximately 24 by 50 feet and freight shed measuring 32 by 203 feet; wood shingled gable roof with broad, overhanging eaves; knee-braced purlins and ridge beam; x-braces and curved brackets; board-and-batten siding; six-over-six and four-over-four double-hung windows; Greek Revival style pedimented window and door casings; raised loading docks. Character-defining features of the Maintenance-of-Way Section Tool House include rectangular plan, redwood board-and-batten siding, gable roof with moderate eave overhangs and asphalt shingles, and flush double-hinged door on north elevation. Character-defining features of the Maintenance-of-Way Speeder Shed include rectangular plan with two bays, wide shiplap siding, gable roof with moderate eave overhangs and asphalt, and two flush double-hinged doors on east elevation. Character-defining features of the Control Tower include two-story height, hip roof with wide eave overhangs clad in asphalt shingles, wide shiplap siding broken by intermediate cornice band of slightly flared vertical wood siding above widely spaced square dentils, wood staircase on west façade, paneled and multipaned glazed single-entry door with two-light transom, wood-frame double-hung windows on first and second stories, and unit-lever electro mechanical interlocking machine on the second floor.	Boundary limited to the footprint of the Depot on APN 23006050, and the footprints of the Control Tower, Maintenance-of-Way Speeder Shed and the Maintenance-of-Way Section Tool House on APN 23006052.
Bellarmine College Preparatory and Polhemus House; **Resource ID 0210**	960 W Hedding Street; San Jose; Santa Clara	C/3 (NRHP eligible/ CRHR listed)	Dutch Colonial Revival residence. Character-defining features include rectangular-plan building mass formed by primary volume attached to side wing; gambrel roof featuring shed-roofed and gabled dormers; symmetrical arrangement of openings at the primary façade; wood-sash, divided-lite windows; wood clapboard siding; quarter-round windows at the northwest façade; gabled portico supported by Tuscan columns; and molded wood belt course separating the first and second stories.	Boundary is restricted to the footprint of the Polhemus House on the parcel associated with APN 26111005.

Resource Name; ID #	Address; City; County	NRHP/CRHR Eligibility Criteria	Historic Property and Character-Defining Features	Historic Property Boundary Description
623 Stockton Avenue; **Resource ID 0304**	623 Stockton Avenue, San Jose; Santa Clara	C/3 (NRHP eligible/ CRHR listed)	Cottage building. Character-defining features include Queen Anne–style design elements such as an asymmetrical façade, bay window, balustrade spindle work, and varied wall textures (wood siding and shaped wood shingles), as well as stained glass windows and arched lattice brackets with drop finials on the porch.	Boundary is restricted to the footprint of the cottage building on the parcel associated with APN 26107068.
Southern Pacific Depot District (Hiram Cahill Depot/Diridon Station); **Resource ID 0497**	65 Cahill St; San Jose; Santa Clara	C/3 (NRHP/CRHR listed)	Diridon Station depot building, Car Cleaner's Shack, the iron fence, Santa Clara underpass, two butterfly sheds, and the train tracks. Character-defining features of the Diridon Station building include a three-story central section flanked by two-story wings; hipped roofs with medium boxed eaves covered with terra cotta tile; exterior walls clad with multicolor tapestry brick in English bond pattern; primary façade featuring three tall arches that frame the main entry and windows; multilight fixed windows that are steel sash and wood framed set in recessed fields, which create vertical brick surrounds; pilasters, inset with capital terra cotta appliques, flanking the central arch; cantilevered galvanized steel and concrete marquee sheltering the main entry; recessed brick fields and terra cotta appliques repeated on side wing façades, but windows are rectangular and include casement sections. The MacQuarrie mural described in the NRHP nomination is also a character-defining feature. Additional character-defining features of the Southern Pacific Depot District include the concourse with large basket arches leading to tracks, one-and-a-half-story annex with garage door openings and loading docks, iron gate with square classical posts and curvilinear details on north side of depot, and Beaux-Arts-style lights on the Santa Clara underpass.	Boundary includes 12.5-acre area encompassing the southern portion of APN 26134020, the whole of APN 26134020, and the northern portion of APN 26135030.
Sunlite Baking Company; **Resource ID 0522**	145 S Montgomery St; San Jose; Santa Clara	C/3 (NRHP eligible/ CRHR listed)	One-story industrial building. Character-defining features include the original, rectangular-plan volume at northeast corner of the building; symmetrical arrangement of bays at the east façade of the original volume; smooth stucco siding; central, stepped Moderne-style entry with streamline canopy; molded window hoods crowning three windows at either side of the central entry; scalloped frieze; recessed bays separated by fluted pilasters; and vertically oriented windows.	Boundary is restricted to the footprint of the building on APN 26135027.

Resource Name; ID #	Address; City; County	NRHP/CRHR Eligibility Criteria	Historic Property and Character-Defining Features	Historic Property Boundary Description
415 Illinois Avenue; **Resource ID 0585**	415 Illinois Ave; San Jose; Santa Clara	C/3 (NRHP eligible/ CRHR listed)	One-story workers' cottage. Character-defining features include its spatial orientation toward the street, additions made to the building during its period of significance, and its porch that served as living space.	Boundary is restricted to the footprint of the building on APN 26419038.
Pacific Intertie Transmission Line; **Resource ID 1778**	N/A; Los Banos	A/1, C/3 (NRHP eligible/ CRHR listed)	Transmission line. Character-defining features include the circuit alignments within their rights-of-way, the three double-bundled ACSR cable conductors that form each three-phase circuit, the sub-conductor spacers, the paired multistrand aluminum ground wires, all original lattice-steel H-frame transmission towers, the lattice-steel twin isotoxal receiving structure at the Metcalf Substation, all original insulators, and the constructed islands that assist with transporting Tesla-Los Banos No. 1 and Tracy-Los Banos across O'Neil Forebay.	Boundary is the right-of-way of the transmission towers and transmission line.
Stevens/Fisher House; **Resource ID 1863**	585 Monterey Street; Morgan Hill; Santa Clara	A/1 (NRHP eligible/ CRHR listed)	Residence. Character-defining features include height and massing, general fenestration pattern, and wood elements including wrap-around porch with spindlework, milled wood trim, fish-scale shingles, and carved brackets.	Boundary includes parcel associated with APN 725011008.
Barnhart House; **Resource ID 1909**	9940 Monterey Street; Morgan Hill; Santa Clara	C/3 (NRHP eligible/ CRHR listed)	Craftsman, Prairie and Colonial Revival–style residence. Character-defining features include elements that convey its architectural styles, including the extensive arcaded porch, leaded glass windows, and exposed rafters.	Boundary is restricted to the footprint of the residence on the parcel associated with APN 72507015.
Madrone Underpass; **Resource ID 2127**	Monterey Street; Morgan Hill; Santa Clara	A/1 (NRHP eligible/ CRHR listed)	Underpass structure, including plate girder bridge (from abutment to abutment), the concrete abutments, the pedestrian passage, the concrete wing walls and the footprint of the pumphouse. Character-defining features include alignment, deck and metal girders, reinforced concrete abutments, and pedestrian passage through the eastern abutment.	Boundary includes the footprint of plate-girder bridge, concrete abutments, pedestrian passage, wing walls and pumphouse on APNs 72625007 and 72625008.

Resource Name; ID #	Address; City; County	NRHP/CRHR Eligibility Criteria	Historic Property and Character-Defining Features	Historic Property Boundary Description
Villa Mira Monte; **Resource ID 2194**	17860 Monterey Street; Morgan Hill; Santa Clara	A/1, B/2 and C/3 (NRHP/CRHR listed)	Victorian Stick–style residence. Character-defining features include Victorian Stick style; one-story height; two front gables with centered vertical windows; English curvilinear half-timber work motif; dormer windows on front (east) and side (south and north) elevations; barge-boards with ogee terminals on gables; lancet window in gable on west elevation; beveled, horizontal, tongue-and-groove wood siding; wide verandahs around north, south, and east sides of the house with decorative railing, balusters, and trim, with rounded arch and spandrels above the front steps on the east elevation; and double doors on the main entrance (east elevation).	Boundary includes the parcel associated with APN 72624020.
Church of Christ; **Resource ID 2363**	17098 Monterey Road; Morgan Hill; Santa Clara	C/3 (NRHP eligible/ CRHR listed)	Arts and Crafts–style church. Character-defining features include features that exemplify its architectural style and high artistic value: horizontal wood panel siding; cross-gabled roof; low-pitched gables with deep, overhanging eaves; exposed rafters and support beams under eaves; the small, gabled roof above the tower entrance; and the dramatically arched windows and detailed muntinwork including straight and arched muntins on the windows of the southwest, northwest, and southeast façades, and on the fixed windows on the tower.	Boundary includes the footprint of the Arts and Crafts–style church building on the parcel associated with APN 72613052
San Martin Winery; **Resource ID 3001**	13000 Depot Street; San Martin; Santa Clara	A/1, C/3 (NRHP eligible/ CRHR listed)	Main winery building and its setting, which includes a tree-lined driveway, a residence, and nine wine facility buildings (warehouses, numerous wood and metal outbuildings), vineyards, and wine-production features. Character-defining features include elements associated with the Spanish Eclectic style, and elements of its location and setting that continue to be associated with the winegrowing and winemaking business and the property's period of significance. The building's character-defining features include its rectangular plan; solid brick construction; hipped roof with ceramic tile cladding; arched main entrance with double wooden doors, original brass handles, and brick surround; a tile-clad tower in the roof over the main entrance; arched doorways and arched metal windows with brick surrounds; and decorative brick pilasters and corbelling.	Boundary includes the outer legal boundary of the two parcels associated with APNs 82501001 and 82501013, which contain the central buildings of the winery and the tree-lined driveway that approaches the winery from South Street.

Resource Name; ID #	Address; City; County	NRHP/CRHR Eligibility Criteria	Historic Property and Character-Defining Features	Historic Property Boundary Description
Hoenck House; **Resource ID 3210**	9480 Murray Avenue; Gilroy; Santa Clara	C/3 (NRHP eligible/ CRHR listed)	Queen Anne–style residence. Character-defining features include asymmetrical façade with a hipped roof with conical tower and gable pierce with decorative verge board, a partial width front porch with typical Queen Anne decorative spindlework, decorative wood shingle and simple clapboard siding, particularly towards the rear of the property, high massing, unusual roof form, decorative applied shingle and woodwork, and conical tower.	Boundary is restricted to the footprint of the Queen Anne–style residence on the parcel associated with APN 83505015.
Japanese School (Gilroy Grange); **Resource ID 3291**	8191 Swanston Lane; Gilroy; Santa Clara	A/1 (NRHP eligible/ CRHR listed)	One-story false-front building, circular gravel drive and cypress tree. Character-defining features of the building include simple massing, false-front construction, stepped parapet, and clapboard façade.	Boundary is restricted to the footprint of the historic building, a large Himalayan Cedar tree, and the small dirt-packed driveway between the building and tree on the parcel associated with APN 84102003.
IOOF Orphanage Home (Rebekah's School); **Resource ID 3402**	290 IOOF Avenue; Gilroy; Santa Clara	A/1 and C/3 (NRHP eligible/ CRHR listed)	Spanish Revival–style main building and campanile (bell tower); small hospital building and gymnasium; and the landscaped grounds, including lawn, manicured roundabout, and historic tree line on the northwest sidewalk. Character-defining features of the main building are its hipped or gable roofs clad with Spanish clay tiles, arched openings, and smooth stucco siding. Character-defining features of the campanile include concrete walls, a low hipped roof clad with clay tiles, horizontal bands, and a louvered attic. Character-defining features of the gymnasium and hospital include their broad massing, Spanish tile roofs, and concrete walls.	Boundary includes four historic-age buildings (main building, campanile, small hospital, and gymnasium) on the parcel associated with APN 84104024, and the landscaped grounds on most of the parcel associated with APN 84104023.
Gilroy City Hall; **Resource ID 3439**	7400 Monterey Street; Gilroy; Santa Clara	C/3 and Local Criteria (NRHP/CRHR listed)	City Hall building. Character-defining features include Mission Revival style with Baroque/Flemish Revival elements, steeply pitched roof, multifaced clock, cupola, sandstone facing, and many applied decorative elements such as finials, rafter tailings, and decorative stone window framing.	Boundary is restricted to the footprint of Gilroy City Hall, located within the parcel associated with APN 84106061.
Live Oak Creamery; **Resource ID 3458**	88 Martin Street; Gilroy; Santa Clara	A/1 (NRHP/CRHR listed)	Creamery building; Character-defining features include common bond brick bearing walls, rectangular plan with flat roof, and brick parapet	The boundary includes the parcel associated with APN 84106001.

Resource Name; ID #	Address; City; County	NRHP/CRHR Eligibility Criteria	Historic Property and Character-Defining Features	Historic Property Boundary Description
Southern Pacific Train Station; **Resource ID 3610**	7250 Monterey Street; Gilroy; Santa Clara	A/1 and C/3 and Local Criteria (NRHP eligible/ CRHR listed)	Station building. Character-defining features include three-part plan and symmetrical one- and two-story height, the hipped roof with red tile covering, stucco cladding, fenestration pattern and configuration, and all wood ornament.	Boundary is restricted to the footprint of the Station building on the parcel associated with APN 8413017.
Old Gilroy House; **Resource ID 3855**	6860 Holsclaw Road; Gilroy; Santa Clara	A/1, C/3 and Local Criteria (NRHP eligible/ CRHR listed)	Farmhouse, storage building, tankhouse, and shed/garage. Character-defining features of the farmhouse include the T-shaped floor plan; cross-gable roof with boxed eaves and wide frieze; channel rustic wood siding; one-over-one double-hung windows with wood sash and five-over-one, fixed windows with wood sash; Craftsman porch; louvered vents in gabled ends; and simplicity of design. Character-defining features of the storage building include: rectangular-shaped plan, V-groove siding, gable roof, wood four-panel door. Character-defining features of the tankhouse include: tri-bevel drop siding consistent with farmhouse front porch and hip roof. Character-defining features of the shed/garage include: rectangular plan, vertical wood plank siding, and gable roof.	Boundary includes the parcel associated with APN 84122018.
San Ysidro Valley Presbyterian Church (Ricketts House); **Resource ID 3871**	6780 Holsclaw Road; Gilroy; Santa Clara	A/1, C/3 and Local Criteria (NRHP eligible/ CRHR listed)	Residence; Character-defining features include steeply pitched, cross-gabled roof with finials at each gable end; shiplap wood siding; and one-over-one, double-hung windows with wood sash topped by triangular pediments.	Boundary includes the Carpenter Gothic Revival–style residence, mature trees, and front lawn in the southwestern section of the parcel associated with APN 84122017.
Edwin Willson House and Barn; **Resource ID 3882**	6650 Holsclaw Road; Gilroy; Santa Clara	A/1, C/3 and Local Criteria (NRHP eligible/ CRHR listed)	Queen Anne–style residence, barn, and mature trees. Character-defining features include its high massing, clapboard sheathing; hipped roof with gabled projections; turret with finial; original windows primarily one-over-one, double-hung wood sash, some with leaded glass; decorative elements such as wide frieze, dentils, and wood shingle imbrications; decorative pediment projection over main entrance; and wrap-around front porch supported by columns with stylized acanthus-leaf capitals. Character-defining features of the barn include its location at the rear of the property behind the main house, board-and-batten siding, and gable roof.	Boundary includes the Queen Anne–style residence and the barn, as well as the mature trees that surround the buildings on the parcel associated with APN 84149018.

Resource Name; ID #	Address; City; County	NRHP/CRHR Eligibility Criteria	Historic Property and Character-Defining Features	Historic Property Boundary Description
White/Sturla Ranch; **Resource ID 3903**	1855 Pacheco Pass Highway; Gilroy; Santa Clara	C/3 and Local Criteria (NRHP eligible/ CRHR listed)	Residence. Character-defining features include one-story height, irregular floor plan, horizontal wood siding, and combination of gable and hip roof wrap-around front porch on chamfered posts that sit atop a half wall.	Boundary includes the footprint of the vernacular agricultural residence on the parcel associated with APN 84149006.
Horace Willson House; **Resource ID 3906**	1980 Pacheco Pass Highway; Gilroy; Santa Clara	A/1, B/2 and C/3 and Local Criteria (NRHP eligible/ CRHR listed)	Gothic Revival–style residence, barn, and site. Character-defining features of the residence include height and massing; structural brick cladding arranged in common bond with Flemish variation (double header between stretcher every tenth course); fenestration pattern and configuration, including double-hung, four-pane, wooden windows; Gothic arch window in center gable; four-panel wood doors with transom and side lights at main ground-floor entry and second story veranda; and two-story wood veranda, including gothic arch details in pillars and balustrade. Character-defining features of the barn include vertical wood plank siding, center gable, and Gothic arch loft door. Character-defining features of the site include the tankhouse, the remnants of the brick kiln, the brick columns flanking the driveway, the iron gate at the driveway, and mature trees at the front of the lot line.	Boundary includes the parcel associated with APN 84124028.
Phegley House (Harrison/Clifton House); **Resource ID 3925**	2080 Pacheco Pass Highway; Gilroy; Santa Clara	A/1 and Local Criteria (NRHP eligible/ CRHR listed)	Residence, tankhouse, and mature landscaping. Character-defining features include height and massing of the residence; horizontal siding; fenestration pattern and configuration, including remaining original openings at the first-floor level and any remaining wooden windows; and the location and massing of the tankhouse. Additional character-defining features of the site include the yard around the front of the residence and mature trees at the front of the lot line.	Boundary includes the parcel associated with APN 84124011.
Ellis Ranch; **Resource ID 3997**	4945 Frazier Lake Road; Gilroy; Santa Clara	A/1 and B/2 and Local Criteria (NRHP eligible/ CRHR listed)	Residence, dairy buildings, and agricultural fields. Character-defining features include the white-washed appearance and orientation of the buildings and structures on the parcel.	Boundary includes the parcel associated with APN 84128018

Resource Name; ID #	Address; City; County	NRHP/CRHR Eligibility Criteria	Historic Property and Character-Defining Features	Historic Property Boundary Description
Millers Canal; **Resource ID 4024**	N/A; Gilroy; Santa Clara	A/1 (NRHP eligible/ CRHR listed)	Unlined earthen canal and right-of-way. Character-defining features include earthen construction, its largely rural and agricultural setting, and its continued use as a means of controlling seasonal water drainage on the Pajaro River floodplain.	Boundary includes the 3.2-mile canal and its right-of-way, which cross parcels associated with APNs 013010005000; 0130100120; 013010021000; 013010023000; 013010028000; 013010032000.
Pacheco California Department of Forestry Station; **Resource ID 4140**	12280 Pacheco Pass Highway; Hollister; Santa Clara	C/3 (NRHP eligible/ CRHR listed)	Civilian Conservation Corps–era fire station barracks building. Character-defining features include its one-story height, U-plan footprint, hipped roof, fenestration pattern, vertical wood cladding, and porch elements.	Boundary is restricted to the footprint of the historic-era barracks building, located on the parcels associated with APNs 89820042 and 89820044.
California Aqueduct; **Resource ID 4214**	N/A; Volta/Los Banos; Merced	A/1, C/3 and Consideration G (NRHP eligible/ CRHR listed)	Main canal, right-of-way, and associated infrastructure, including bridges, siphons, culverts and drains. Character-defining features include alignment, unreinforced concrete construction, its largely rural and agricultural setting, and its continued use as the SWP's primary water conveyance canal system.	Boundary includes the main canal, its right-of-way, and its associated infrastructure, including bridges, siphons, culverts and drains, which cross parcels associated with APNs: 069100009; 069100014; 069160008; 069170048; 069170055; 069170056; 069170057; 069190041; 069190045; 069190046; 069220030; 069220039; 069240020.
Delta-Mendota Canal; **Resource ID 4231**	N/A; Los Banos; Merced	A/1 and C/3 (NRHP eligible/ CRHR listed)	Main canal, its right-of-way, and associated infrastructure, including bridges and drains. Character-defining features include alignment, Central Valley setting, its concrete construction, and its continued function as a primary water conveyance component of the U.S. Bureau of Reclamation Central Valley Project.	Boundary includes the main canal, its right-of-way, and its associated infrastructure, including bridges and drains, which cross parcels associated with APNs: 069190033; 069190065; 069190080; 069220055; 069220056; 069220057; 069220058; 069220071; 069220072; 069250004; 069250006; 070113005; 070220019; 070230011; 070230012.

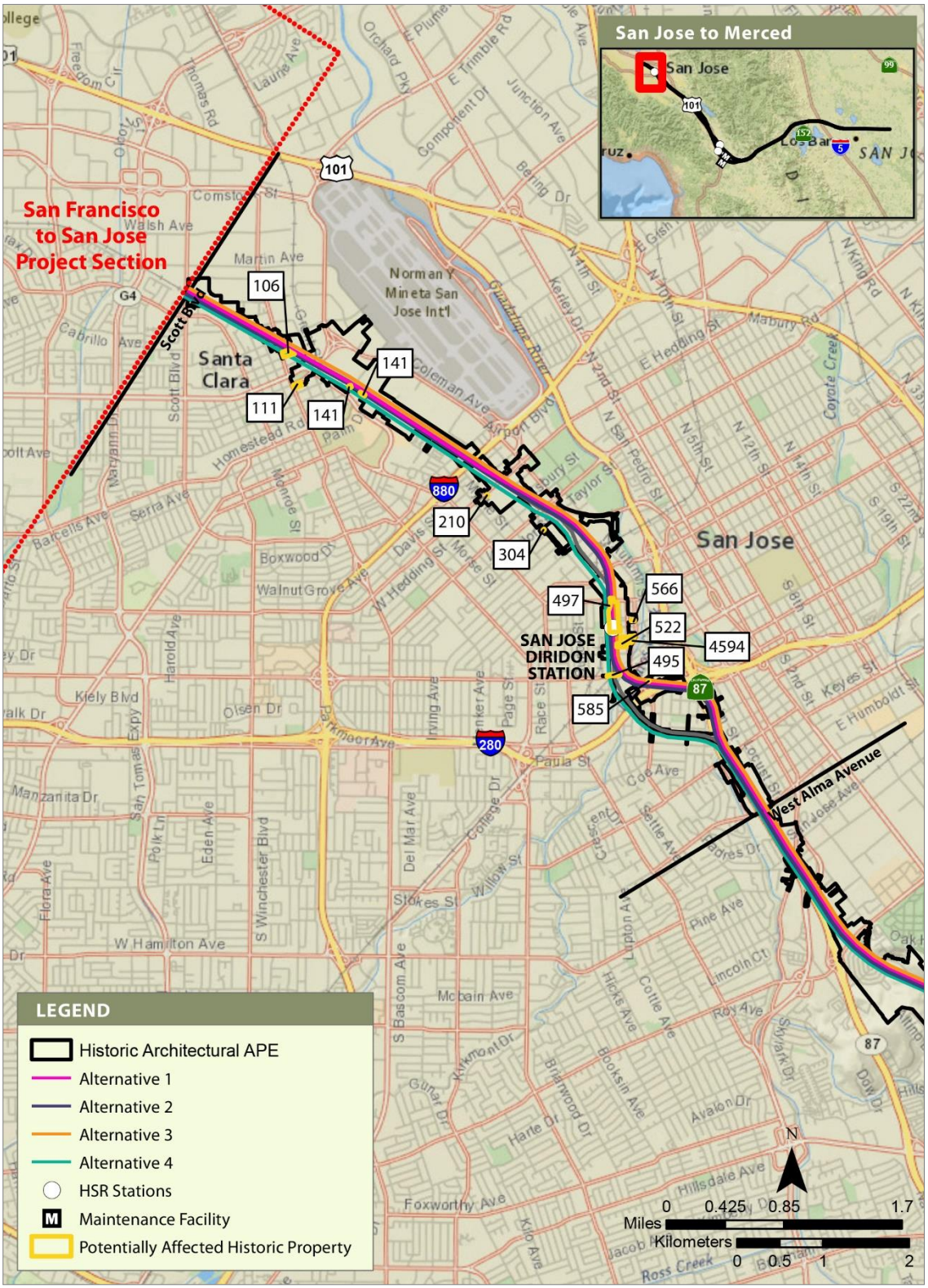
Resource Name; ID #	Address; City; County	NRHP/CRHR Eligibility Criteria	Historic Property and Character-Defining Features	Historic Property Boundary Description
San Joaquin and Kings River—Main Canal; **Resource ID 4272**	N/A; Los Banos; Merced	A/1 (NRHP eligible/ CRHR listed)	Earthen canal structure and right-of-way. Character-defining features include historic engineering features (open surface design, earthen banks, and 80-mile total length), alignment, rural setting, and use as a flood control and irrigation water conveyance structure.	Boundary includes the canal structure and its right-of-way, which crosses parcels associated with APNs: 070030014; 070030021; 070050017; 070050025; 070090002; 070113005; 070220005; 070220006; 070270015; 070270017; 078140002; 078140077; 078140078; 081010010; 081070019. Lateral canals that extend from the main canal are excluded from the boundary.
Cottani Family Property; **Resource ID 4302**	23109 Henry Miller Road; Los Banos; Merced	C/3 (NRHP eligible/ CRHR listed)	Queen Anne–style residence. Character-defining features include massing and design, steeply pitched hipped roof with engaged gables, and visible bay,	Boundary is restricted to the footprint of the historic Queen Anne–style residence on the parcel associated with APN 081060075.
Negra Ranch; **Resource ID 4310**	21810 Henry Miller Road; Los Banos; Merced	A/1 (NRHP eligible/ CRHR listed)	Farmhouse, tankhouse, and garage. Character-defining features include form and massing, moderately pitched hipped roof with engaged gables, bays, porch detail, and window placement, and its setting on a rural agricultural parcel.	Boundary includes the parcel associated with APN 081060075.
Cozzi Family Property; **Resource ID 4317**	21391 Henry Miller Road; Los Banos; Merced	C/3 (NRHP eligible/ CRHR listed)	Queen Anne–style residence. Character-defining features include overall massing and design, the steeply pitched hipped roof with engaged gables and dormer, clapboard siding, window details, and decorative elements such as the porch columns, fretwork, and gingerbread arrangement with pendant, and the rural setting and feeling of the property.	Boundary is restricted to the footprint of the Queen Anne–style residence on the parcel associated with APN 081040004.

Resource Name; ID #	Address; City; County	NRHP/CRHR Eligibility Criteria	Historic Property and Character-Defining Features	Historic Property Boundary Description
705 Las Animas Avenue; **Resource ID 4652**	705 Las Animas Avenue; Gilroy; Santa Clara	C/3 (NRHP eligible/ CRHR listed)	Residence and tankhouse on southeastern corner of parcel and its yard, addressed as 705 Las Animas Avenue. Character-defining features include two-story T-plan building mass with first-story front porch; cross-gabled roof form; ornate wood window and door casings featuring sill brackets, capital ornaments, and lintel cornices; wood-sash windows, arranged individually and in pairs; wood shiplap siding; fish-scale-patterned shingles within gables; Eastlake-style carved kingposts; ornate bargeboard; and elaborate porch support posts with decorative brackets. The building's adjacent tankhouse, barn, and agricultural field support its integrity of setting.	Boundary is restricted to the footprint of the residence on the parcel associated with APN 83505032.
CEQA-Only Properties				
Walnut Growers Association/Walnut Factory Lofts; **Resource ID 0106**	1777 Lafayette; Santa Clara; Santa Clara	Local Criteria	Walnut Growers Association building. Character-defining features include gabled shape of its roofs and the arrangement of four gabled volumes facing Lafayette Street and one intersecting gabled volume, the general industrial scale and massing, and the building location.	Boundary is limited to the Santa Clara Walnut Growers Association building footprint on APN 22405117.
Sociedade do Espiritu Santo Hall; **Resource ID 0111**	1375 Lafayette Street; Santa Clara; Santa Clara	Local Criteria	One-story social hall. Character-defining features include cross-gabled volumes forming a modified L plan, with gabled projection at the Lafayette Street façade; locations of entrances facing Lewis and Lafayette Street, historically used in the organization's community events and parades; decorative kingpost at the Lafayette Street façade; and the false-front parapet, brackets, arched windows, exposed wood channel siding, and pediment hood over the central entrance at the Lewis Street façade, all of which convey the building's historic architectural style and materials.	Boundary is limited to S.E.S. Hall footprint on APN 26906051.
San Carlos Street Viaduct; **Resource ID 0495**	San Carlos Street at Dupont Road; San Jose; Santa Clara	Local Criteria	Viaduct, 510-foot concrete cast-in-place bridge that spans Los Gatos Creek and the UPRR. Character-defining features include viaduct structure and its continued use as a viaduct that provides grade separation for railway traffic crossing.	Boundary includes the viaduct footprint on multiple parcels: APNs 26137009; 26137027; 26138001; 26138049; 26138060; 26138066.
75 South Autumn Street; **Resource ID 0566**	75 S Autumn Street; San Jose; Santa Clara	Local Criteria	Residence building. Character-defining features include gable front roof line with knee brackets, exposed rafters, bargeboard, dentils, and a wood-frame attic window.	Boundary includes the parcel associated with APN 25938015.

Resource Name; ID #	Address; City; County	NRHP/CRHR Eligibility Criteria	Historic Property and Character-Defining Features	Historic Property Boundary Description
Coyote Grange Hall No. 412; **Resource ID 1805**	8140 Monterey Street; Coyote; Santa Clara	Local Criteria	One-story civic hall. Character-defining features include front-gabled roof; its eave returns and overhangs, including exposed rafter tails and shaped brackets arranged in pairs; its horizontal board cladding; and its identifying signage.	Boundary is restricted to the footprint of the Grange Hall building on APNs 72514024 and 72514025.
Coyote Depot Complex; **Resource ID 1808**	8215 Monterey Street; Coyote; Santa Clara	Local Criteria	Depot building, pumphouse, and water tower. Character-defining features include the locations and spatial relations of the depot building, water tower, and pumphouse, and their existing spatial relations to the railroad line. For the depot building, remaining individual character-defining features include the L-shaped plan, cross-gabled roof and open eave overhangs, curved brackets, and board-and-batten exterior cladding. The water tower's character-defining features are its steel frame and cylindrical tank.	Boundary is restricted to an area that encompasses the depot building, pumphouse, and water tower within the parcels associated with APNs 70824006 and 70824008.
Tom Sugishita House; **Resource ID 1837**	9000 Monterey Street; San Jose; Santa Clara	Local Criteria	Residence, garage, mature trees, residential setting. Character-defining features are not specified in the local inventory and could not be identified in the field due to poor visibility from public rights-of-way.	Boundary includes parcel associated with APN 72513012.
Cribari Winery; **Resource ID 2044**	18980 Monterey Street; Morgan Hill; Santa Clara	Local Criteria	L-plan Craftsman-style building; Character-defining features include basic massing with projecting ell, one-story form, gabled roofs, exposed knee brackets, notched bargeboard ends, rounded vents within gables, and wood-trimmed doors and windows.	Boundary for local listing is restricted to the footprint of the circa 1920 building; for the purposes of this study, the boundary is the parcel associated with APN 72636002.
First National Bank of Gilroy Building; **Resource ID 3395**	7488–7490 Monterey Street; Gilroy; Santa Clara	Local Criteria	Neo-Classical Bank. Character-defining features include the overall scale and massing of the two-story main volume and the one-story easterly projection; the wood-framed glazed main entry door and surmounting pediment between flanking columns with a nearly full-height recess; the full entablature with a slightly overhanging cornice, a frieze of molded triglyphs, and architrave across the primary and secondary façades; rusticated block across exterior walls; and the three pilasters at the secondary façade.	Boundary is restricted to the footprint of the bank building on the parcel associated with APN 84106015.

Resource Name; ID #	Address; City; County	NRHP/CRHR Eligibility Criteria	Historic Property and Character-Defining Features	Historic Property Boundary Description
St. Stephen's School; **Resource ID 3586**	7370 Railroad Street; Gilroy; Santa Clara	Local Criteria	Two-story modified pioneer structure, eight bungalow houses of similar size, and one larger bungalow to the southeast. Character-defining features of the two-story building include its simple massing and gabled roof forms, plain square columns, simple pioneer-era adornments, and exterior staircase. Character-defining features of the bungalows include low-pitched roofs, porches, and simple massing.	Boundary includes the parcel associated with APN 84108022.
Furlong Farmhouse; **Resource ID 3642**	7311 Alexander Street; Gilroy; Santa Clara	Local Criteria	Gothic Revival residence. Character-defining features include wood clapboard siding; symmetrical arrangement of bays at the front façade; steeply pitched, cross-gabled roof form; decorative bargeboards; central porch with relatively elaborate support posts; arched wood trim above the central second-story window; and angled bays with lower wood panels at the side façades.	Boundary for local listing is restricted to the footprint of the residence; for the purposes of this study, the boundary is the parcel associated with APN 84108016.
Casa del Rancho (Dunne House); **Resource ID 4100**	N/A; Gilroy; Santa Clara	Local Criteria	Residence. Character-defining features include the residence building, several farm and ranch structures and additional residences, and the property's rural agricultural setting on 734 acres of land in Santa Clara and San Benito Counties.	Boundary includes the parcel associated with APN89841013.
Harold Hellwig Ironworks; **Resource ID 4594**	150 S Montgomery Street; San Jose; Santa Clara	Local Criteria	Industrial building. Character-defining features include rectangular plan formed by two attached volumes; two-story gabled volume at the west end of the building, clad in clinker brick and featuring clay roof tiles; original window configuration at the west façade, with molded crest and brick apron; deeply set window openings and round vents at the north and south façades; elongated east volume with flat-over-hipped roof; regular bay divisions at the north and south façades, separated by brick pilasters and generally containing pairings of steel-sash windows; and stepped brick cornice	Boundary for local listing is restricted to the footprint of the industrial building; for the purposes of this study, the boundary is the parcel associated with APN 25948053.

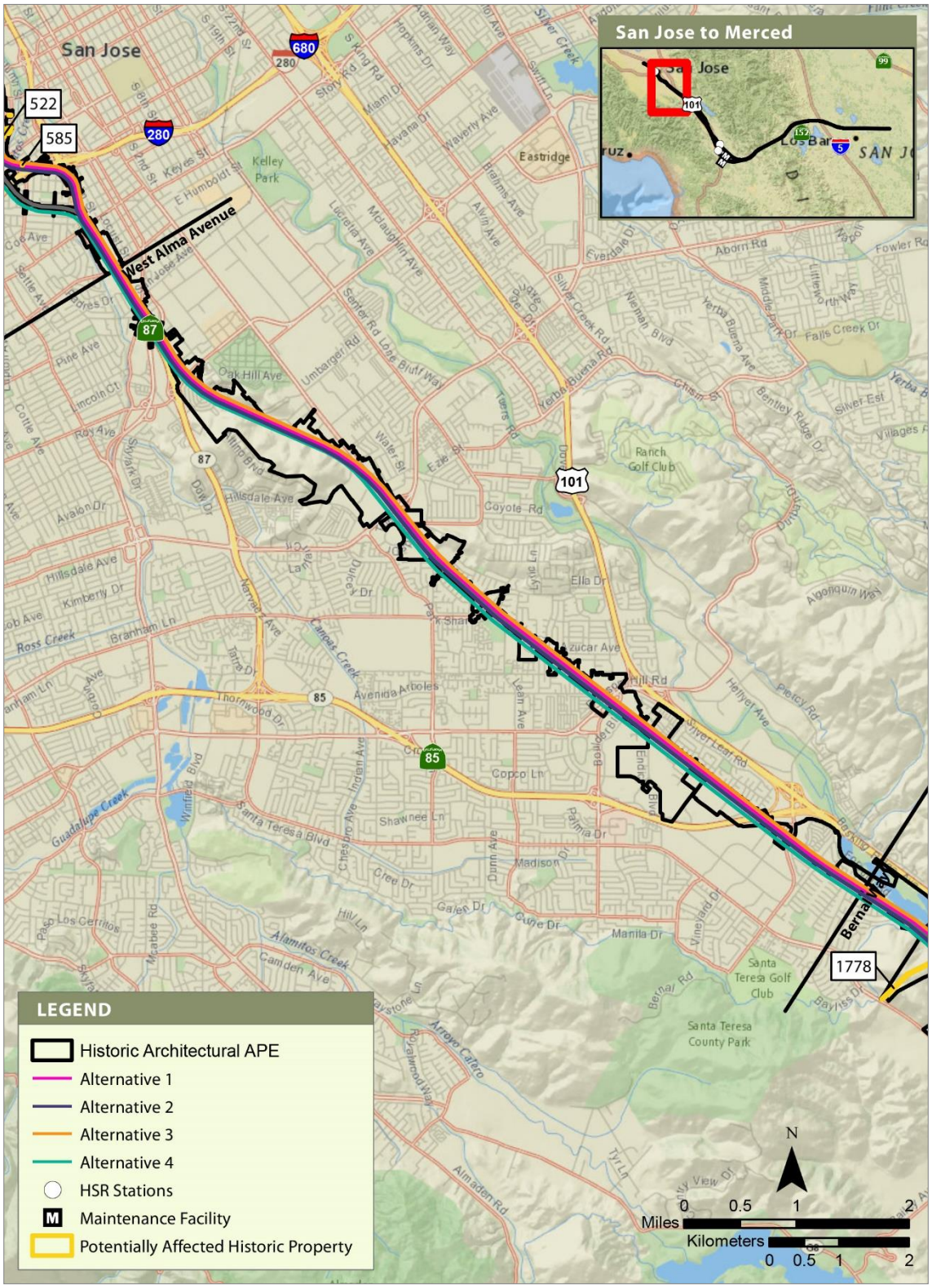
Source: Authority 2019b
APN = Assessor's Parcel Number
CRHR = California Register of Historical Resources
EINU = electrical interconnection and network upgrades
I- = Interstate
N/A = not applicable
NRHP = National Register of Historic Places
SR = State Route
SWP = State Water Project
UPRR = Union Pacific Railroad



Source: Authority 2019a

JANUARY 2020

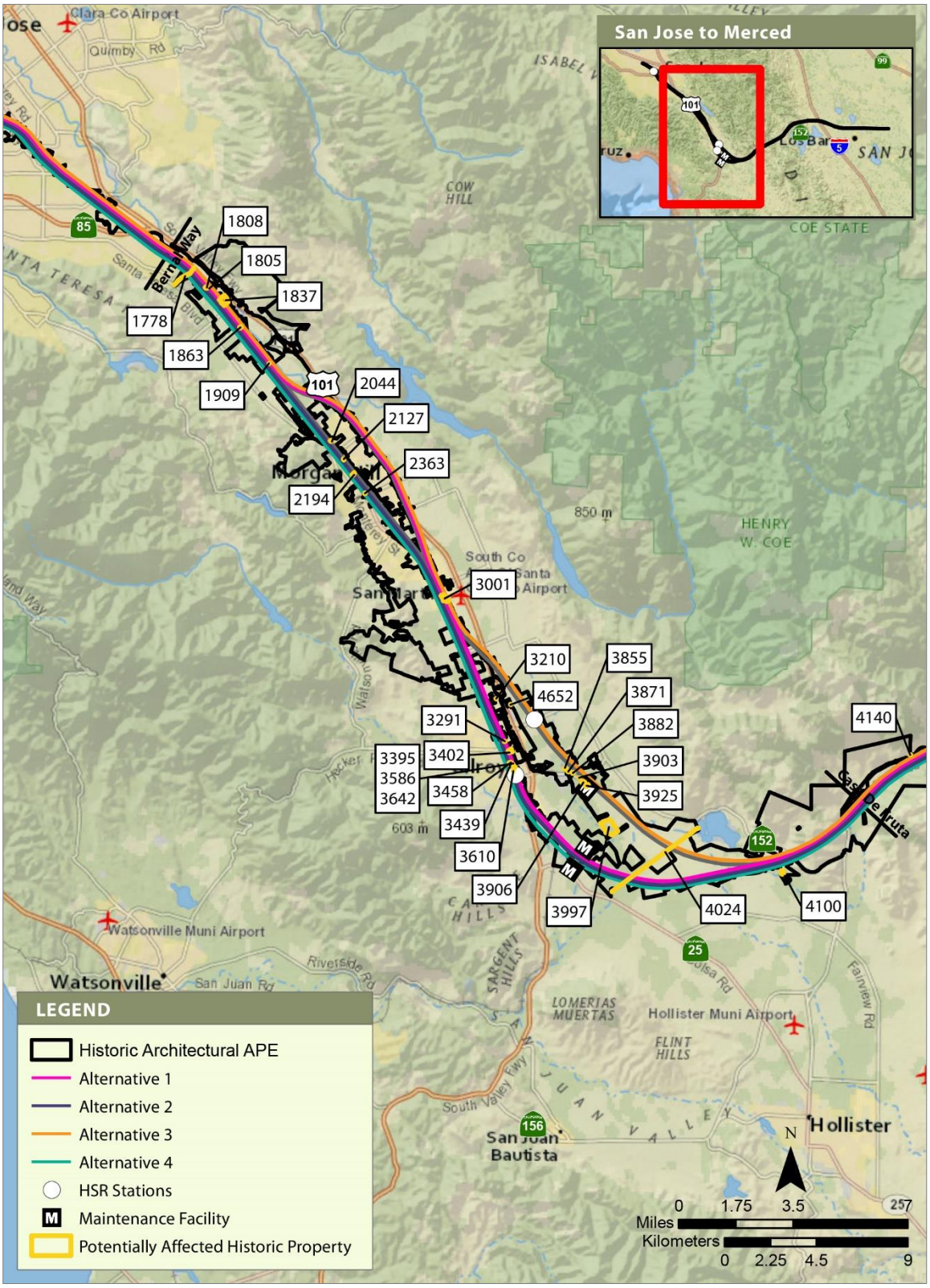
Figure 3.17-1 Potentially Affected Historic Built Environment Resource Locations—San Jose Diridon Station Approach Subsection



Source: Authority 2019a

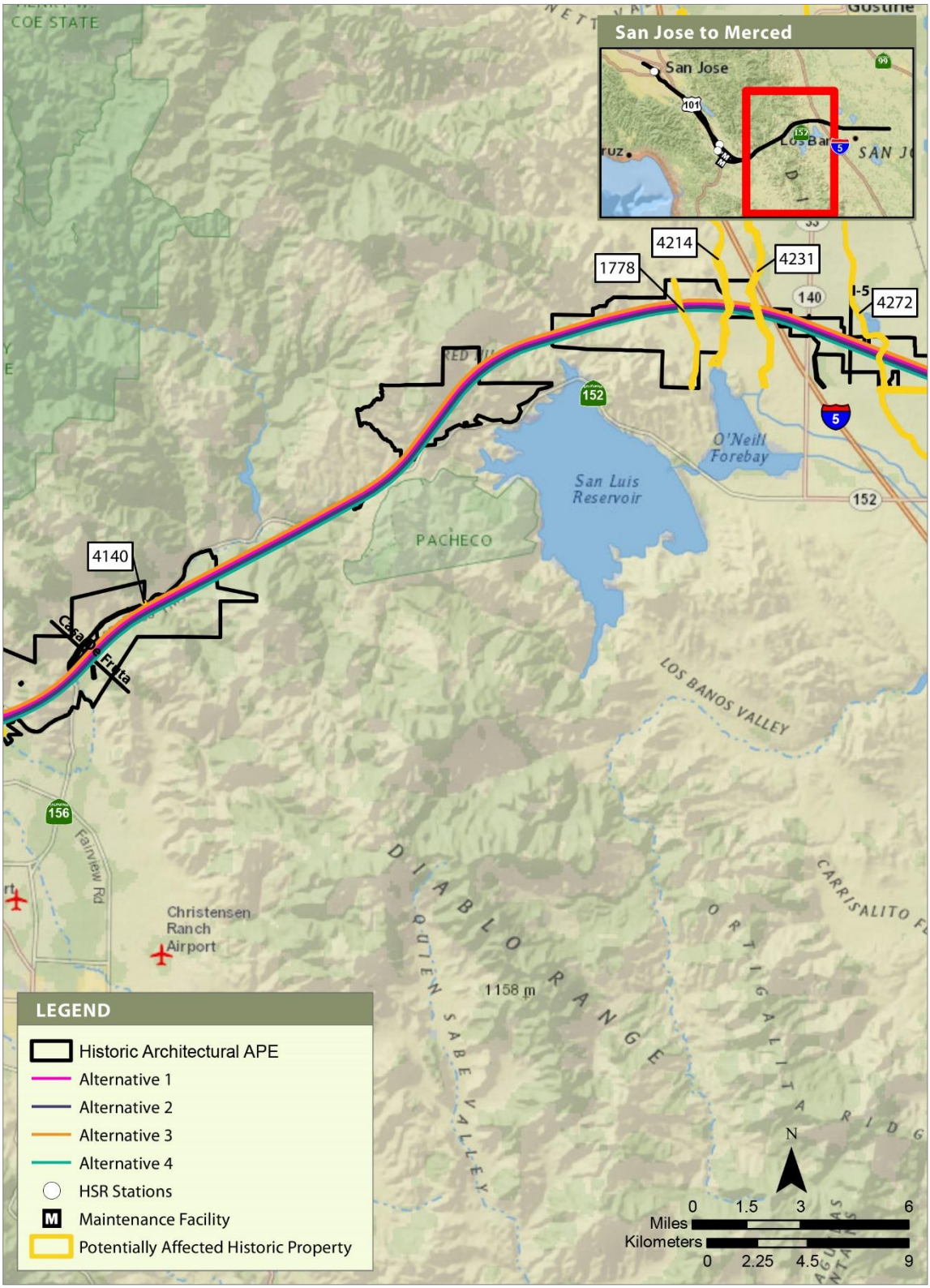
JANUARY 2020

Figure 3.17-2 Potentially Affected Historic Built Environment Resource Locations—Monterrey Corridor Subsection



Source: Authority 2019a JANUARY 2020

Figure 3.17-3 Potentially Affected Historic Built Environment Resource Locations—Morgan Hill and Gilroy Subsection



Source: Authority 2019a

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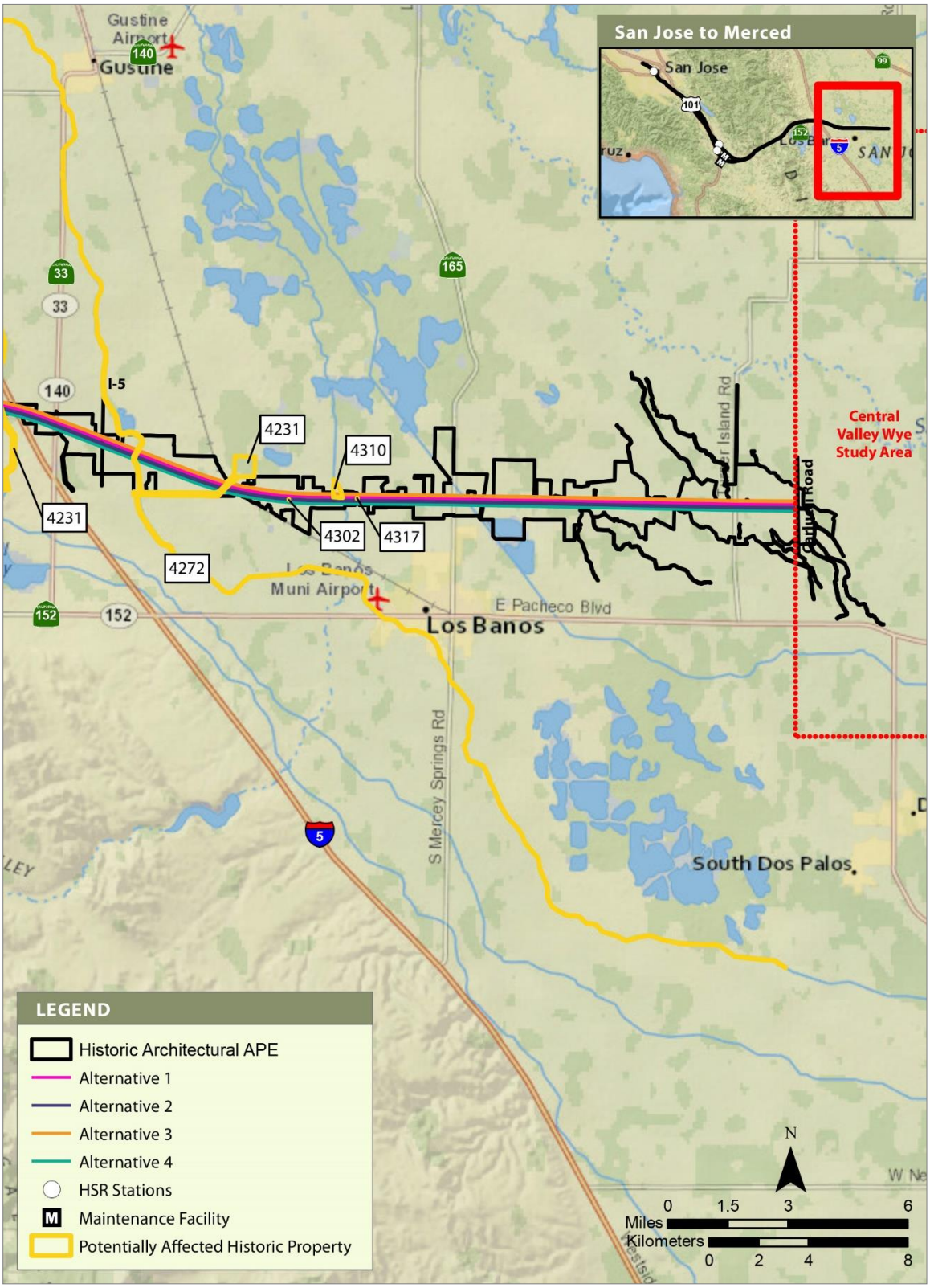
Figure 3.17-4 Potentially Affected Historic Built Environment Resource Locations—Pacheco Pass Subsection



Source: Authority 2019a

JANUARY 2020

Figure 3.17-5 Potentially Affected Historic Built Environment Resource Locations—San Joaquin Valley Subsection

3.17.6.3 Resources of Importance to Native Americans and Other Interested Parties

Consultation with the NAHC, Native Americans, and other interested parties did not result in the identification of specific resources of importance to Native Americans and other interested parties in the APE. However, the Amah Mutsun identified areas of sensitivity. The archaeological sensitivity assessment in the ASR provides information on these areas; however, this information is restricted from public access because the location of archaeological resources is protected from public disclosure under state and federal law.

3.17.7 Environmental Consequences

3.17.7.1 Overview

This section describes the impacts and potential impacts on cultural resources in the APE. Because of limited access for archaeological survey during the environmental phase, the identification of archaeological sites would be phased as access to parcels is gained during design-build activities. Therefore, all impacts on specific known and as-yet-unknown sites may not be determined at this time. Construction of the project alternatives would occur in both urbanized and rural/undeveloped areas. The project alternatives would have the potential to adversely affect historic built resources in the urbanized areas, the setting of historic built resources in rural areas, and the greatest potential to affect undisturbed pre-contact archaeological sites in rural/undeveloped areas. The project would have the potential to affect 35 historic built resources that are listed or eligible for listing in the NRHP and 35 archaeological resources that are listed in the NRHP or assumed eligible for listing in the NRHP for the purposes of this project, until surveys can be completed. All historic built and archaeological resources identified within the APE that were listed or eligible for listing in the NRHP were determined to also be historical resources for CEQA. In addition, there are 13 CEQA-only resources identified by local agencies located within the APE.

3.17.7.2 Archaeological Resources

Activities that affect archaeological resources are typically associated with project construction. All known archaeological resources in the APE are assumed at present to be eligible for the NRHP or CRHR, because they could not be formally evaluated because of lack of access. If NRHP- and CRHR-listed or -eligible archaeological sites are within the project footprint, construction activities would likely result in adverse effects on those sites; consequently, construction impacts cannot be considered temporary impacts. Soil excavation or compaction resulting from the use of heavy machinery on the construction site itself or in staging areas or any other area of ground-disturbing activities may affect the integrity of artifact-bearing deposits associated with known and as-yet-undiscovered archaeological sites, including buried sites. For all project alternatives, unknown or unrecorded archaeological resources, including subsurface buried archaeological deposits, may exist. Disturbance and removal of archaeological resources would result in adverse effects on archaeological resources under Section 106 and could cause substantial adverse changes in the significance of an archaeological resource and a significant impact under CEQA pursuant to Cal. Code Regs. Section 15064.5.

The settings of archaeological resources do not generally contribute to their significance; consequently, adjacent visual or auditory effects during construction or operation do not adversely affect them. Exceptions to this could be for resources of cultural importance to Native Americans. Although there are no resources of this type known at this time, because much of the project could not be surveyed, as-yet unrecorded resources of importance to Native Americans and other interested parties could be affected.

The project would affect known archaeological resources under all alternatives and could affect unknown archaeological resources. Any archaeological resource within the APE is assumed eligible for the NRHP or CRHR, and therefore any impact is considered significant under CEQA. Through the implementation of the mitigation measures presented in Section 3.17.8, Mitigation Measures, such impacts may be mitigated or otherwise addressed if possible. The project would

also adversely affect known historic properties under all alternatives pursuant to Section 106 criteria for adverse effect (36 C.F.R. § 800.5). Development of an MOA would memorialize agreed-upon measures to avoid, minimize, and/or mitigate adverse effects under Section 106. Phasing of the identification and NRHP evaluation of archaeological resources would be described in detail in the MOA.

No Project Impacts

The population in the Santa Clara and San Joaquin Valleys is expected to grow through 2040 (see Section 2.2.2.2, Planned Land Use). Development, which is anticipated to be extensive in the Santa Clara Valley, to accommodate this population increase would continue under the No Project Alternative and result in associated impacts on archaeological resources. The No Project Alternative considers the effects of conditions forecast by current plans for land use and transportation near the project, including planned improvements to the highway, aviation, conventional passenger rail, freight rail, and port systems through the 2040 planning horizon for the environmental analysis if the project is not built. With no project, there would be a greater amount of vehicle miles traveled, resulting in increased pressure to improve capacity for all transportation modes throughout the area. The Authority estimates that additional highway and airport projects (up to 4,300 highway lane miles, 115 airport gates, and 4 airport runways) would be planned and constructed to achieve equivalent capacity and relieve this increased pressure (Authority 2012). Planned and other reasonably foreseeable projects that are anticipated to be constructed by 2040 include residential, commercial, industrial, recreational, transportation, and agricultural projects.

Surveys to determine the presence of archaeological resources and consideration of potential project impacts on such resources are required for projects with federal approvals or funding, and per CEQA. If cultural resources are discovered, these laws encourage project design modifications that would reduce or avoid impacts on significant resources. When projects are unable to avoid impacts, measures are required to mitigate for the loss of such resources. Development activities—including demolition, new construction, ground disturbance and compaction in construction and staging areas, accelerated erosion or increased flooding associated with changes in drainage patterns, and development of new borrow sites—could lead to impacts on cultural resources.

These impacts could include the disturbance of unknown archaeological resources. Further, increased public access to areas containing cultural resources as a result of development also has the potential to affect archaeological resources through intentional or unintentional artifact collection, vandalism, and destruction.

Volume 2, Appendix 3.19-A, Cumulative Plans and Nontransportation Projects List, and Appendix 3.19-B, Cumulative Transportation Projects List, provide a full list of anticipated future development projects. The residential and commercial growth expected in and around San Jose, Morgan Hill, and Gilroy, as well as in semi-rural areas, is anticipated to affect cultural resources through construction-related surface disturbance, which could lead to the unearthing of sensitive archaeological resources or disturbance of as-yet-unknown TCPs.

Under the No Project Alternative, recent development trends are anticipated to continue, leading to impacts on cultural resources. Existing land would be converted for residential, commercial, and industrial development, as well as for transportation infrastructure, to accommodate future growth, potentially disturbing archaeological resources. Planned development and transportation projects that would occur as part of the No Project Alternative would likely include various forms of mitigation to address impacts on archaeological and built resources.

Project Impacts

Construction Impacts

Construction of the project alternatives would include grading and clearing to prepare the HSR right-of-way, followed by construction of viaduct, embankment, at-grade, or tunnel rail track and systems. This construction would include stations, access roads, and maintenance facilities for

the project, as well as parking and roadway improvements for the users of HSR. Activities in temporary construction easements (TCE) may include grading these areas. The EINU would take place after HSR construction, and would include upgrades to electrical systems, and construction of a new electrical line to the Pacheco Pass tunnel. Additional construction and access roads would need to be constructed to support this construction, as well as associated staging areas. Chapter 2, Alternatives, describes construction activities.

Impact CUL#1: Permanent Disturbance of Unknown Archaeological Sites

Construction of the project alternatives could potentially affect unknown archaeological resources with ground-disturbing construction associated with the project. Unknown archaeological sites might encompass the full range of pre-contact or historic activities conducted over time, including pre-contact lithic scatters and village sites, historic-era homestead remains, and human burials.

Unknown or unrecorded archaeological resources that are not observable when conducting standard surface archaeological inspections, including subsurface buried archaeological deposits, may exist in areas surveyed within urbanized or rural areas. Unknown or unrecorded archaeological resources may also exist in areas where permission to enter has not been granted. The potential for encountering archaeological resources varies, because the amount of acreage sensitive for archaeological resources varies by alternative. Specifically, Alternative 2 contains more acres sensitive for both general and buried archaeological resources, while Alternative 3 involves fewer sensitive acres, Alternative 1 has fewer sensitive acres than Alternatives 2 and 3, and Alternative 4 has the least. For this reason, Alternative 2 would have the greatest potential to disturb or damage unknown archaeological resources during construction. Table 3.17-5 presents acreage by alternative.

Table 3.17-5 Archaeological Sensitivity by Alternative

	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Acres of surface and general sensitivity	622	683	625	568
Acres of buried site sensitivity	3,251	3,828	3,386	2,713

Source: Authority 2019b

The project would limit potential impacts on unknown archaeological sites by developing an MOA for each undertaking where it is determined that there would be an adverse effect on historic properties or when phased identification is necessary and adverse impacts would occur. The Authority and SHPO would use the MOA and the ATP to enforce implementing the required actions arising from the Section 106 consultation.

CEQA Conclusion

The impact would be significant under CEQA for Alternatives 1, 2, 3, and 4 because construction in the permanent HSR right-of-way could damage or destroy unknown archaeological resources. Destruction or damage to an unknown site without evaluation and appropriate treatment would result in the loss of important information, thus diminishing the resource's integrity. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Impact CUL#2: Permanent Disturbance of a Known Archaeological Site

Thirty-five archaeological sites are known to exist in the project footprint. Alternative 1 crosses all or part of 23 of these known resources. Alternative 2 crosses all or part of 30 known archaeological sites. Alternatives 3 and 4 cross all or part of 24 known archaeological sites. These cultural resources would be subject to phased evaluation, and are assumed eligible at the present time only until they can be evaluated and their eligibility determined. Grading, trenching, and excavating in the project footprint during construction, as well as compaction resulting from the use of heavy machinery and other vehicular traffic on the construction site or in TCEs, may affect the integrity of artifact-bearing archaeological deposits.

Many archaeological deposits in the project footprint are shallow in depth, and grading to depths of 2 or 3 feet below the ground surface could destroy them. Because detailed construction activities are not yet known, this analysis assumes that all areas within the footprint would be graded. Some areas of the TCEs and the EINU work may not require grading, but this level of detail is not known at this time. However, the project requirements for surveys, testing, data collection, and monitoring would minimize loss of information through identification and data recovery. While these actions would minimize some potential impacts on archaeological sites, they would not avoid all impacts. This section discusses these potential impacts by resource and alternative from north to south and west to east.

San Jose Diridon Station Approach Subsection

CA-SCL-30 (P-43-000050)

Alternatives 1 and 4, which would be at-grade at this resource, would incorporate about 10 feet on the north edge of the site within the permanent blended Caltrain-HSR right-of-way, and an area extending about 50 feet south of that would be included within the existing Caltrain right-of-way. Alternatives 2 and 3, which would be built on viaduct here, would incorporate about 60 feet of the north edge of the site within the Caltrain right-of-way. Construction activities such as grading or excavation could result in damage or destruction of the site or portions of the site.

CEQA Conclusion

The impact would be significant under CEQA for Alternatives 1 and 4 because construction of the new blended Caltrain-HSR right-of-way would result in damage to or destruction of a portion of the site and loss of important information, thus diminishing the resource's integrity. Although project requirements for surveys, testing, data collection, and monitoring would minimize some potential impacts on archaeological sites, they would not avoid all impacts. The impact would still be significant under CEQA for Alternatives 2 and 3 because the construction within the Caltrain right-of-way would result in damage to or destruction of a portion of the site, thus diminishing the resource's integrity. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Section 106 Findings

For Alternatives 1 and 4, the project requirements for surveys, testing, data collection, and monitoring would minimize some potential adverse effects, but they would not avoid all effects on this archaeological site. The effect would remain adverse under Section 106. For Alternatives 2 and 3, the effects would also remain adverse.

889 Elm Street, San Jose (Resource ID 0196)

Under Alternatives 1, 2, 3, and 4 the project would include the northern portion of this resource, approximately 800 feet south of the combined Caltrain-HSR right-of-way, within a TCE. Within the TCE, all construction-related activities would be allowed, including grading or excavation that could result in damage or destruction to a portion of the site.

CEQA Conclusion

The impact would be significant under CEQA for Alternatives 1, 2, 3, and 4 because construction within the TCE could result in damage or destruction of a portion of the site. Although the project requirements for surveys, testing, data collection, and monitoring would minimize some potential impacts on archaeological sites, they would not avoid all impacts. Construction within the TCE would still result in the loss of important information, thus diminishing the resource's integrity. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Section 106 Findings

For Alternatives 1, 2, 3, and 4 the project requirements for surveys, testing, data collection, and monitoring would minimize some potential adverse effects, but they would not avoid all effects on this archaeological site. The effect would remain adverse under Section 106.

CA-SCL-855 (P-43-001617)—Former SPRR-UPRR Yards

Under Alternative 1, which would be on viaduct at this location, an HSR TCE parallels the south edge of the site for approximately 800 feet in a shopping center parking lot; part of this length

(about 175 feet) is an area of new Union Pacific Railroad (UPRR) right-of-way. Also, there are three small utility relocation areas on the south edge of the site. The eastern site boundary along Taylor Street is part of a TCE extending about 160 feet north-south, then merging into a TCE along the northern site boundary along Coleman Avenue for approximately 2,450 feet east-west. Construction-related activities in the new UPRR right-of-way, TCEs, and utility relocation areas including grading or excavation may lead to damage to or destruction of a portion of the site.

Under Alternatives 2 and 3, both of which would also be aerial at this point, a permanent HSR right-of-way parallels the south edge of the site for approximately 800 feet in a shopping center parking lot, including two small utility relocation areas. The northern site boundary runs along the edge of Coleman Avenue in a TCE for approximately 2,450 feet east-west. Construction-related activities in the permanent HSR right-of-way and TCEs including grading or excavation may lead to damage to or destruction of a portion of the site.

Under Alternative 4, the site is not within the project footprint.

CEQA Conclusion

The impact would be significant under CEQA for Alternative 1 because construction in the new UPRR right-of-way, TCEs, and utility relocation areas would result in damage to or destruction of a portion of the site, and loss of information potential, impairing the integrity of the overall site. Although the project requirements for surveys, testing, data collection, and monitoring would minimize some potential impacts on archaeological sites, they would not avoid all impacts. The impact would still be significant under CEQA for Alternatives 2 and 3 because construction in the permanent HSR right-of-way, TCEs, and utility relocation areas would result in damage to or destruction of a portion of the site, and loss of information potential, impairing the integrity of the overall site. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail. Under Alternative 4, there would be no impacts because the site is not within the project footprint; therefore, CEQA does not require mitigation.

Section 106 Findings

For Alternative 1, the project requirements for surveys, testing, data collection, and monitoring would minimize some potential adverse effects, but they would not avoid all effects on this archaeological site. The effect would remain adverse under Section 106. For Alternatives 2 and 3, the effects would also remain adverse. For Alternative 4, there would be no effects.

CA-SCL-690 (P-43-001071)

Under Alternatives 1, 2, and 3, which would all be on aerial viaduct at this location, the project would include the western edge of this resource within a TCE about 10 feet wide and 465 feet long. Construction activities such as grading or excavation could result in damage to or destruction of a portion of the site, and could affect the reburial area. Under Alternative 4, which would be at grade at this resource, the entire site would be affected by the permanent blended Caltrain/HSR right-of-way.

CEQA Conclusion

The impact would be significant under CEQA for Alternatives 1, 2, 3, and 4 because construction activities within the TCE and blended Caltrain/HSR right-of-way could result in damage or destruction of this area of the site, damage to human remains, and loss of information potential. Although the project requirements for surveys, testing, data collection, and monitoring would minimize some potential impacts on archaeological sites, they would not avoid all impacts, thus impairing the integrity of the overall site. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Section 106 Findings

For Alternative 1, 2, 3, and 4, the project requirements for surveys, testing, data collection, and monitoring would minimize some potential adverse effects, but they would not avoid all effects on this archaeological site. The effects remain adverse under Section 106.

P-43-002234

Under Alternatives 1, 2, and 3, there would be no impacts because the site is not within the project footprint. Under Alternative 4, which would be at grade at this resource, the entire site would be incorporated by the permanent blended Caltrain/HSR right-of-way.

CEQA Conclusion

Under Alternatives 1, 2, and 3, there would be no impacts because the site is not within the project footprint; therefore, CEQA does not require mitigation The impact would be significant under CEQA for Alternative 4, because construction of the new blended Caltrain/HSR right-of-way would result in damage to or destruction of a portion of the site and loss of important information, diminishing the resource's integrity. Although project requirements for surveys, testing, data collection, and monitoring would minimize some potential impacts on archaeological sites, they would not avoid all impacts. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Section 106 Findings

Under Alternatives 1, 2, and 3, there would be no effects. Under Alternative 4, the project requirements for surveys, testing, data collection, and monitoring would minimize some potential adverse effects, but they would not avoid all effects on this archaeological site. The effects remain adverse under Section 106.

Monterey Corridor Subsection

P-43-001842

Under Alternatives 1, 2, and 3 the project would incorporate the southern edge of the site within a utility relocation area for a distance of about 2,000 feet, with a TCE and a portion of the UPRR right-of-way. Along the northwestern boundary of the site, the project would involve about 1,920 feet of the site along Curtner Avenue within a TCE. All alternatives of the project are on embankment adjacent to the site location. Construction activities such as grading or excavation could result in damage to or destruction of this edge of the site. Under Alternative 4, the project would incorporate a 40-foot area over a distance of 1,800 feet within the new blended Caltrain/HSR right-of-way.

CEQA Conclusion

The impact would be significant under CEQA for Alternatives 1, 2, and 3 because the construction within the TCE, UPRR right-of-way and the utilities TCE would result in damage or destruction of a portion of the site, and loss of important information. Although the project requirements for surveys, testing, data collection, and monitoring would minimize some potential impacts on archaeological sites, they would not avoid all impacts, thus impairing the integrity of the overall site. The impact would be significant under CEQA for Alternative 4 because construction of the new blended Caltrain/HSR right-of-way would result in damage to or destruction of a portion of the site and loss of important information, diminishing the resource's integrity. Although project requirements for surveys, testing, data collection, and monitoring would minimize some potential impacts on archaeological sites, they would not avoid all impacts. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Section 106 Findings

For Alternatives 1, 2, 3, and 4, the project requirements for surveys, testing, data collection, and monitoring would minimize some potential adverse effects, but they would not avoid all effects on this archaeological site. The effect would remain adverse under Section 106.

CA-SCL-338H (P-43-000345)

Under Alternatives 1, 2, 3, and 4, some areas of the northern portion of the site would be intersected by Pacific Gas and Electric Company (PG&E) temporary utility upgrade activities. Construction-related activities would be allowed, including grading or excavation, and damage to or destruction of a portion of the site could occur.

CEQA Conclusion

The impact would be significant under CEQA for Alternatives 1, 2, 3, and 4 because construction in a PG&E utility upgrade area could result in damage to or destruction of a portion of the site and loss of important information. Although the project requirements for surveys, testing, data collection, and monitoring would minimize some potential impacts on archaeological sites, these actions would not avoid all impacts, thus diminishing the resource's integrity. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Section 106 Findings

For Alternatives 1, 2, 3, and 4, the project requirements for surveys, testing, data collection, and monitoring would minimize some potential adverse effects, but they would not avoid all effects on this archaeological site. The effect would remain adverse under Section 106.

CA-SCL-448 (P-43-000449)

Under Alternatives 1 and 3, which would be on viaduct in this location, the northern half of the site would be used as an HSR TCE. As with any TCE, all construction-related activities would be allowed including grading or excavation, which could result in damage to or destruction of a portion of the site. Under Alternative 2, for at-grade construction, the entire site would be incorporated into the permanent HSR right-of-way and TCE for utilities and other work. Under Alternative 4, the access TCE would comprise a 300-foot-wide linear corridor running north–south for 15 feet in the northwest portion of the site and for 10 feet in the southern portion. A telecom utilities TCE would comprise a 300-foot-wide linear corridor extending north–south for 6 feet in the northwest portion of the site, and the blended HSR/Caltrain right-of-way would take up another 300-foot-wide linear corridor extending north–south for 60 feet through the center of the site. As with any TCE and blended HSR right-of-way, all construction-related activities would be allowed, including grading or excavation, which could result in damage to or destruction of a portion of the site.

CEQA Conclusion

The impact would be significant under CEQA for Alternatives 1, 2 3, and 4 because the construction of the HSR TCE and a utilities TCE could result in damage to or destruction of a portion of the site and loss of important information. Although the project requirements for surveys, testing, data collection, and monitoring would minimize some potential impacts on archaeological sites, these actions would not avoid all impacts, thus diminishing the resource's integrity. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Section 106 Findings

For Alternatives 1, 2, 3, and 4, the project requirements for surveys, testing, data collection, and monitoring would minimize some potential adverse effects, but they would not avoid all effects on this archaeological site. The effect would remain adverse under Section 106.

Morgan Hill and Gilroy Subsection

CA-SCL-161 (P-43-000173)

Under Alternatives 1, 2, 3, and 4, there would be PG&E temporary utility upgrades within an area 210 feet long by 132 feet wide at the northwestern portion of the site. Construction activities such as grading or excavation could result in damage to or destruction of this portion of the site.

CEQA Conclusion

There would be significant impacts under CEQA for Alternatives 1, 2, 3, and 4 because maintenance and construction of the PG&E temporary utility upgrade could result in damage to or destruction of a portion of the site, and loss of information potential. Although the project requirements for surveys, testing, data collection, and monitoring would minimize some potential impacts on the archaeological site, they would not avoid all impacts, thus impairing the integrity of the overall site. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Section 106 Findings

For Alternatives 1, 2, 3, and 4 the project requirements for surveys, testing, data collection, and monitoring would minimize some potential adverse effects, but they would not avoid all effects on this archaeological site. The effect would remain adverse under Section 106.

CA-SCL-167 (P-43-000178)

Under Alternatives 1, 2, 3, and 4, there would be PG&E temporary utility upgrades within an area covering approximately 250 feet in the northern portion of the site. Construction activities such as grading or excavation could result in damage to or destruction of this portion of the site.

CEQA Conclusion

There would be significant impacts under CEQA for Alternatives 1, 2, 3, and 4 because maintenance and construction of the PG&E temporary utility upgrade could result in damage to or destruction of a portion of the site, and loss of information potential. Although the project requirements for surveys, testing, data collection, and monitoring would minimize some potential impacts on the archaeological site, they would not avoid all impacts, thus impairing the integrity of the overall site. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Section 106 Findings

For Alternatives 1, 2, 3, and 4 the project requirements for surveys, testing, data collection, and monitoring would minimize some potential adverse impacts, but they would not avoid all effects on this archaeological site. The effect would remain adverse under Section 106.

CA-SCL-168 (P-43-000179)

Under Alternatives 1, 2, 3, and 4, PG&E temporary utility upgrades would bisect the northern portion of the site in a linear form, covering an area at the northeastern corner 110 feet long by 115 feet wide. Construction activities such as grading or excavation could result in damage to or destruction of this portion of the site.

CEQA Conclusion

There would be significant impacts under CEQA for Alternatives 1, 2, 3, and 4 because maintenance and construction of the PG&E temporary utility upgrade could result in damage to or destruction of a portion of the site, and loss of information potential. Although the project requirements for surveys, testing, data collection, and monitoring would minimize some potential impacts on the archaeological site, they would not avoid all impacts, thus impairing the integrity of the overall site. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Section 106 Findings

For Alternatives 1, 2, 3, and 4 the project requirements for surveys, testing, data collection, and monitoring would minimize some potential adverse effects, but they would not avoid all effects on this archaeological site. The effect would remain adverse under Section 106.

CA-SCL-169 (P-43-000180)

Under Alternatives 1, 2, 3, and 4, a PG&E temporary utility upgrade would bisect the middle portion of the site in a linear form, covering an area 650 feet long by 15 feet wide. Construction activities such as grading or excavation could result in damage to or destruction of this portion of the site.

CEQA Conclusion

There would be significant impacts under CEQA for Alternatives 1, 2, 3, and 4 because maintenance and construction of the PG&E temporary utility upgrade could result in damage to or destruction of a portion of the site, and loss of information potential. Although the project requirements for surveys, testing, data collection, and monitoring would minimize some potential impacts on the archaeological site, they would not avoid all impacts, thus impairing the integrity of the overall site. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Section 106 Findings

For Alternatives 1, 2, 3, and 4 the project requirements for surveys, testing, data collection, and monitoring would minimize some potential adverse effects, but they would not avoid all effects on this archaeological site. The effect would remain adverse under Section 106.

CA-SCL-573 (P-43-000568)

Under Alternatives 1, 2, 3, and 4, a TCE would cover the entire site, which measures 27 feet in diameter. Construction activities in a TCE such as grading or excavation could result in damage to or destruction of the site.

CEQA Conclusion

There would be significant impacts under CEQA for Alternatives 1, 2, 3, and 4 because construction in the TCE could result in damage to or destruction of the site, and loss of information potential. Although the project requirements for surveys, testing, data collection, and monitoring would minimize some potential impacts on the archaeological site, they would not avoid all impacts, thus impairing the integrity of the overall site. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Section 106 Findings

For Alternatives 1, 2, 3, and 4 the project requirements for surveys, testing, data collection, and monitoring would minimize some potential adverse effects, but they would not avoid all effects on this archaeological site. The effect would remain adverse under Section 106.

CA-SCL-576 (P-43-000571)

Under Alternatives 1, 2, 3, and 4 a PG&E temporary utility upgrade would intersect an area of approximately 225 feet in the northwest portion of the site. Construction activities such as grading or excavation could result in damage to or destruction of this portion of the site.

CEQA Conclusion

There would be significant impacts under CEQA for Alternatives 1, 2, 3, and 4 because maintenance and construction of the PG&E temporary utility upgrade could result in damage to or destruction of a portion of the site, and loss of information potential. Although the project requirements for surveys, testing, data collection, and monitoring would minimize some potential impacts on the archaeological site, they would not avoid all impacts, thus impairing the integrity of the overall site. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Section 106 Findings

For Alternatives 1, 2, 3, and 4 the project requirements for surveys, testing, data collection, and monitoring would minimize some potential adverse effects, but they would not avoid all effects on this archaeological site. The effect would remain adverse under Section 106.

CA-SCL-626 (P-43-001018)

Under Alternatives 1, 2, 3, and 4, a PG&E temporary utility upgrade would intersect approximately 300 linear feet in the western portion of the site and 330 feet in the east portion of the site. Construction activities such as grading or excavation could result in damage to or destruction of this portion of the site.

CEQA Conclusion

There would be significant impacts under CEQA for Alternatives 1, 2, 3, and 4 because maintenance and construction of the PG&E temporary utility upgrade could result in damage to or destruction of a portion of the site, and loss of information potential. Although the project requirements for surveys, testing, data collection, and monitoring would minimize some potential impacts on the archaeological site, they would not avoid all impacts, thus impairing the integrity of the overall site. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Section 106 Findings

For Alternatives 1, 2, 3, and 4 the project requirements for surveys, testing, data collection, and monitoring would minimize some potential adverse effects, but they would not avoid all effects on this archaeological site. The effect would remain adverse under Section 106.

CA-SCL-673H (P-43-001057)

Under Alternatives 1 and 3, a PG&E temporary utility upgrade and PG&E fiber optic TCE would bisect the site in a linear form, covering 57 feet of the western tip of the site. Construction activities such as grading or excavation could result in damage to or destruction of this portion of the site. Under Alternative 2, there would be no impacts, because the site is not within the project footprint. Under Alternative 4, a PG&E temporary utility upgrade would intersect 30 feet of the western tip of the site. Construction activities such as grading or excavation could result in damage to or destruction of this portion of the site.

CEQA Conclusion

There would be significant impacts under CEQA for Alternatives 1, 3, and 4 because maintenance and construction of the PG&E temporary utility upgrade and PG&E fiber optics could result in damage to or destruction of a portion of the site, and loss of information potential. Although the project requirements for surveys, testing, data collection, and monitoring would minimize some potential impacts on the archaeological site, they would not avoid all impacts, thus impairing the integrity of the overall site. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail. There would be no impacts under CEQA for Alternative 2 because the site is not within the project footprint; therefore, CEQA does not require mitigation.

Section 106 Findings

There would be no effect for Alternative 2. For Alternatives 1, 3, and 4 the project requirements for surveys, testing, data collection, and monitoring would minimize some potential adverse effects, but they would not avoid all effects on this archaeological site. The effect would remain adverse under Section 106.

CA-SCL-838 (P-43-001280)

Alternatives 1, 3, and 4 would be on viaduct at this point, and the site would not be within the project footprint. Under Alternative 2, which would be at grade transitioning to embankment adjacent to the site, the southern lobe of the site would be crossed by 185 feet of permanent roadway right-of-way, surrounded on either side by a narrow strip of TCE. This portion of the site is south of the burial loci. Construction activities such as grading or excavation could result in damage to or destruction of this portion of the site.

CEQA Conclusion

There would be no impact under CEQA for Alternatives 1, 3, and 4 because the site is not within the project footprint; therefore, CEQA does not require mitigation. The impact would be significant under CEQA for Alternative 2 because construction in the permanent roadway right-of-way and TCEs could result in damage to or destruction of a portion of the site, and loss of information potential. Although the project requirements for surveys, testing, data collection, and monitoring would minimize some potential impacts on the archaeological site, they would not avoid all impacts, thus impairing the integrity of the overall site. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Section 106 Findings

For Alternatives 1, 3, and 4, the project would have no effect. For Alternative 2, the project requirements for surveys, testing, data collection, and monitoring would minimize some potential adverse effects, but they would not avoid all effects on this archaeological site. The effect would remain adverse under Section 106.

N/A (P-43-001283)

Under Alternatives 1, 2, and 4, there would be no impacts because the site is not within the project footprint. Under Alternative 3, a TCE would intersect 10 feet of the northern edge of the

site. Construction activities such as grading or excavation could result in damage to or destruction of this portion of the site.

CEQA Conclusion

Under Alternatives 1, 2, and 4, there would be no impacts because the site is not within the project footprint; therefore, CEQA does not require mitigation. Under Alternative 3, the impact under CEQA would be significant because maintenance and construction within a TCE could result in damage to or destruction of a portion of the site, and loss of information potential. Although the project requirements for surveys, testing, data collection, and monitoring would minimize some potential impacts on the archaeological site, they would not avoid all impacts, thus impairing the integrity of the overall site. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Section 106 Findings

For Alternatives 1, 2, and 4 there would be no effect. For Alternative 3, project requirements for surveys, testing, data collection, and monitoring would minimize some potential adverse effects, but they would not avoid all effects on this archaeological site. The effect would remain adverse under Section 106.

Unknown Possible Resource

Under Alternatives 1 and 3, the site would not be within the project footprint. Under Alternative 2, an area measuring 200 feet by 120 feet on the southeast boundary of the mapped shape designating this possible resource would be within a TCE and part of an access road. This is the location of an existing electrical tower, part of the EINU portion of the project. Under Alternative 4, an area of 132 feet by 40 feet on the southeast boundary of the mapped shape designating this possible resource would be within a TCE and part of an access road.

CEQA Conclusion

There would be no impact under CEQA for Alternatives 1 and 3 because the site is not within the project footprint; therefore, CEQA does not require mitigation. The impact would be significant under CEQA for Alternative 2, because construction within the electrical tower location could result in damage to or destruction of a portion of the site and loss of important information. The impact would be significant under CEQA for Alternative 4 because construction within a TCE could result in damage to or destruction of a portion of the site, and loss of information potential. Although the project requirements for surveys, testing, data collection, and monitoring would minimize some potential impacts on the archaeological site, they would not avoid all impacts, thus diminishing the resource's integrity. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Section 106 Findings

For Alternatives 1 and 3, the project would have no effect. For Alternatives 2 and 4, the project requirements for surveys, testing, data collection, and monitoring would minimize some potential adverse effects, but they would not avoid all effects on this archaeological site. The effect would remain adverse under Section 106.

P-43-001737 (D. G. Brewer Farm)

Under Alternatives 1, 3, and 4, the site would not be within the project footprint, since the alignment would pass this site on viaduct. Under Alternative 2 the project would be on embankment and the eastern boundary of the site would be occupied by about 700 linear feet of an HSR staging area and road right-of-way. A 350-foot length of roadway would be constructed along the southeast side of the site. Construction activities such as grading or excavation could result in damage to or destruction of this portion of the site.

CEQA Conclusion

There would be no impact under CEQA for Alternatives 1, 3, and 4 because the site is not within the project footprint; therefore, CEQA does not require mitigation. The impact would be significant under CEQA for Alternative 2 because construction within the HSR staging areas and road rights-of-way could result in damage to or destruction of a portion of the site, and loss of important

information. Although the project requirements for surveys, testing, data collection, and monitoring would minimize some potential impacts on the archaeological site, they would not avoid all impacts, thus diminishing the overall integrity of the resource. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Section 106 Findings

For Alternatives 1, 3, and 4, the project would have no effect. For Alternative 2, the project requirements for surveys, testing, data collection, and monitoring would minimize some potential adverse effects, but they would not avoid all effects on this archaeological site. The effect would remain adverse under Section 106.

P-43-001757 (14-Mile House)

Under Alternatives 1 and 3, which would be aerial at this location, the portion of the site adjacent to U.S. Highway (US) 101 would be included in the permanent HSR right-of-way and a permanent road right-of-way. Construction activities in the permanent HSR right-of-way and the permanent road right-of-way, such as grading or excavation, could result in damage to or destruction of a portion of the site.

Under Alternative 2, which would be on embankment, the portion of the site adjacent to US 101 would be included in a permanent road right-of-way and utilities TCE. Construction activities in the permanent road right-of-way, such as grading or excavation, could result in damage to or destruction of this portion of the site. Under Alternative 4, the site is not within the project footprint.

CEQA Conclusion

For Alternatives 1 and 3, the impact would be significant under CEQA because construction within the permanent HSR and road rights-of-way could result in damage to or destruction of a portion of the site, and loss of information potential. Although the project requirements for surveys, testing, data collection, and monitoring would minimize some potential impacts on the archaeological site, they would not avoid all impacts, thus impairing the integrity of the overall site. The impact would still be significant under CEQA for Alternative 2 because construction within the permanent road right-of-way could result in damage to or destruction of a portion of the site and loss of information potential, impairing the integrity of the overall site. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail. There would be no impact under CEQA for Alternative 4 because the site is not within the project footprint; therefore, CEQA does not require mitigation.

Section 106 Findings

For Alternatives 1, 2, and 3, the project requirements for surveys, testing, data collection, and monitoring would minimize some potential adverse effects, but they would not avoid all effects on this archaeological site. The effect would remain adverse under Section 106. For Alternative 4, the project would have no effect.

CA-SCL-571 (P-43-000566)

Under Alternatives 1 and 3, which are on viaduct, the southern edge of this site would be crossed by approximately 615 feet of permanent HSR right-of-way, a permanent road right-of-way, and two TCEs: one for the HSR right-of-way, and one for the road right-of-way. Construction activities, such as grading or excavation, could result in damage to or destruction of this portion of the site.

Under Alternative 2, which is on embankment, the southern half of the site area, in open fields, would be the location for a traction power substation (TPSS) and an automatic train control (ATC) site, TCEs, and permanent HSR and road rights-of-way, in an area approximately 665 feet long by 275 feet wide. Construction activities in these areas, such as grading or excavation, could result in damage to or destruction of about a third of the site.

Under Alternative 4, a narrow portion of the southwest corner of the site 180 feet long by 110 feet wide would provide access for a TCE, and within the TCE there is a permanent wildlife crossing

measuring 150 feet by 70 feet. Construction activities, such as grading or excavation, could result in damage to or destruction of this portion of the site.

CEQA Conclusion

For Alternatives 1 and 3, the impact would be significant under CEQA because construction within the permanent HSR right-of-way, a permanent road right-of-way, and two TCEs could result in damage to or destruction of a portion of the site, and loss of information potential. Although the project requirements for surveys, testing, data collection, and monitoring would minimize some potential impacts on the archaeological site, they would not avoid all impacts, thus impairing the integrity of the overall site. The impact would be significant under CEQA for Alternative 2 because the construction within the TPSS and ATC sites, TCEs, and permanent HSR and road rights-of-way could result in damage to or destruction of a portion of the site, and loss of information potential, impairing the integrity of the overall site. The impact would also be significant under CEQA for Alternative 4 because construction in the TCE and permanent wildlife crossing could result in damage to or destruction of a portion of the site, and loss of information potential, impairing the integrity of the overall site. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Section 106 Findings

For Alternatives 1, 2, 3, and 4 implementation of project features such as requirements for surveys, testing, data collection, and monitoring requirements would minimize some potential adverse effects, but they would not avoid all effects on this archaeological site. The effect would remain adverse under Section 106.

P-43-001465

Alternatives 1 and 3 would not pass near this site, but rather would follow the Viaduct to East Gilroy option. Under Alternative 2, which would be on embankment, the western edge of this site would be crossed by approximately 100 linear feet of a permanent road right-of-way, a utilities TCE, and a road TCE. Construction activities, such as grading or excavation, could result in damage to or destruction of this portion of the resource. Under Alternative 4, the site is not within the project footprint.

CEQA Conclusion

Under Alternatives 1, 3, and 4 there would be no impacts, because the site is not within the project footprint; therefore, CEQA does not require mitigation. For Alternative 2, the impact would be significant under CEQA because construction within the permanent road right-of-way, utilities TCE, and road TCE could result in damage to or destruction of a portion of the site, and loss of information potential. Although the project requirements for surveys, testing, data collection, and monitoring would minimize some potential impacts on the archaeological site, they would not avoid all impacts, thus impairing the integrity of the overall site. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Section 106 Findings

For Alternatives 1, 3, and 4 there would be no effect. For Alternative 2, the project requirements for surveys, testing, data collection, and monitoring would minimize some potential adverse effects, but they would not avoid all effects on this archaeological site. The effect would remain adverse under Section 106.

CA-SCL-670H (P-43-001054)

Neither Alternative 1 nor Alternative 3 follow this alignment, and the site would therefore not be within their project footprint. Under Alternative 2, which would be on embankment at this location, the resource location would be encompassed by a TCE for road improvement. Construction activities, such as grading or excavation, could result in damage to or destruction of this resource. Under Alternative 4, a PG&E utility upgrade and access TCE would cover a 22-foot by 95-foot area of the southeast portion of the site. Construction activities, such as grading or excavation, could result in damage to or destruction of this resource.

CEQA Conclusion

Under Alternatives 1 and 3, there would be no impacts, because the site is not within the project footprint; therefore, CEQA does not require mitigation. For Alternatives 2 and 4, impacts would be significant under CEQA because construction within the TCE for road improvement, access TCE, and utility upgrades could result in damage to or destruction of the site, and loss of information potential. Although the project requirements for surveys, testing, data collection, and monitoring would minimize some potential impacts on the archaeological site, they would not avoid all impacts, thus impairing the integrity of the resource. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Section 106 Findings

For Alternatives 1 and 3, there would be no effect. For Alternatives 2 and 4, the project requirements for surveys, testing, data collection, and monitoring would minimize some potential adverse effects, but they would not avoid all effects on this archaeological site. The effect would remain adverse under Section 106.

CA-SCL-722 (P-43-000640)

Under Alternatives 1, 2, 3, and 4, an access road and electrical tower, part of the EINU portion of the project, would be located on a 185 foot long and 100 foot wide area on the northwest boundary of this site. Construction activities such as grading or excavation could result in damage to or destruction of this area of the resource.

CEQA Conclusion

The impact would be significant under CEQA for Alternatives 1, 2, 3, and 4 because construction within the access road and electrical tower location could result in damage to or destruction of a portion of the site, and loss of information potential. Although the project requirements for surveys, testing, data collection, and monitoring would minimize some potential impacts on the archaeological site, they would not avoid all impacts, thus impairing the integrity of the overall resource. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Section 106 Findings

For Alternative 1, 2, 3, and 4, the project requirements for surveys, testing, data collection, and monitoring would minimize some potential adverse effects, but they would not avoid all effects on this archaeological site. The effect would remain adverse under Section 106.

CA-SCL-560H (P-43-000555)

Under Alternatives 1, 3, and 4, the site would not be within the project footprint. Under Alternative 2, which would be at grade, a portion of the site would be included in a temporary road right-of-way, a 390-foot-long TCE on the east edge of the site, and a 275-foot-long telecommunication utilities relocation on the eastern edge of the site. Construction activities in these areas, such as grading or excavation, could result in damage to or destruction of these portions of the site.

CEQA Conclusion

For Alternative 2, the impact would be significant under CEQA because construction within the temporary road right-of-way and utilities TCE could result in damage to or destruction of a portion of the site, and loss of information potential. Although the project requirements for surveys, testing, data collection, and monitoring would minimize some potential impacts on the archaeological site, they would not avoid all impacts, thus impairing the integrity of the overall site. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail. There would be no impact under Alternatives 1, 3, and 4; therefore, CEQA does not require mitigation.

Section 106 Findings

For Alternative 2, the project requirements for surveys, testing, data collection, and monitoring would minimize some potential adverse effects, but they would not avoid all effects on this

archaeological site. The effect would remain adverse under Section 106. There would be no effect under Alternatives 1, 3, and 4.

CA-SCL-412 (P-43-000417)

Alternatives 1 and 2 would follow the Embankment to Downtown Gilroy option, and therefore this site would not be within the project footprint. Under Alternative 3, which would pass about 1,800 feet south of the site on embankment, small areas on the south edge of the site would be in a road TCE and in a utilities TCE location. Construction activities in these areas, such as grading or excavation, could result in damage to or destruction of these areas of the site. Under Alternative 4, the site is not within the project footprint.

CEQA Conclusion

Under Alternatives 1, 2, and 4, there would be no impacts, because the site is not within the project footprint; therefore, CEQA does not require mitigation. For Alternative 3, the impact would be significant under CEQA because construction within the road TCE and in a new culvert location could result in damage to or destruction of a portion of the site, and this could result in the loss of information potential. Although implementation of project features such as requirements for surveys, testing, data collection, and monitoring requirements would minimize some potential impacts on the archaeological site, they would not avoid all impacts, thus impairing the integrity of the overall site. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Section 106 Findings

For Alternatives 1, 3, and 4, there would be no effect. For Alternative 2, implementation of project features such as requirements for surveys, testing, data collection, and monitoring requirements would minimize some potential adverse effects, but they would not avoid all effects on this archaeological site. The effect would remain adverse under Section 106.

Pacheco Pass Subsection

CA-SCL-123 (P-43-000136)

Under Alternatives 1, 2 3, and 4, this site would be in an area designated for permanent HSR right-of-way and a TCE, which would bisect the site in approximately 385 linear feet. The area would be graded for the approach on embankment to the west portal of Tunnel 2. Construction activities in the area, such as grading or excavation, would destroy the northern half of the site, resulting in damage to the site and loss of important information.

CEQA Conclusion

Under Alternatives 1, 2, 3, and 4, the impact would be significant under CEQA because construction within the permanent HSR right-of-way and TCE could result in damage to or destruction of a portion of the site, and loss of information potential. Although implementation of project features such as requirements for surveys, testing, data collection, and monitoring would minimize some potential impacts on the archaeological site, they would not avoid all impacts, thus impairing the integrity of the overall site. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Section 106 Findings

For Alternatives 1, 2, 3, and 4, the project features requirements for surveys, testing, data collection, and monitoring would minimize some potential adverse effects, but they would not avoid all effects on this archaeological site. The effect would remain adverse under Section 106.

CA-SCL-117 (P-43-000130)

Under Alternatives 1, 2 3, and 4, this site location would be crossed by a high-voltage-line construction access road for 460 feet as part of the EINU. This road does not currently exist and would be built for the tunnel. Construction of an access road across this site would result in damage to the site.

CEQA Conclusion

Under Alternatives 1, 2, 3, and 4, the impact would be significant under CEQA because construction of the high-voltage-line construction access road could result in damage to or

destruction of a portion of the site, and loss of information potential. Although the project requirements for surveys, testing, data collection, and monitoring would minimize some potential impacts on the archaeological site, they would not avoid all impacts, thus impairing the integrity of the overall site. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8. Mitigation Measures, describes these measures in detail.

Section 106 Findings

For Alternative 1, 2, 3, and 4, the project requirements for surveys, testing, data collection, and monitoring would minimize some potential adverse effects, but they would not avoid all effects on this archaeological site. The effect would remain adverse under Section 106.

CA-SCL-118 (P-43-000131)

Under Alternatives 1, 2, and 3, this site would be crossed by a high-voltage-line construction access road for 1,170 feet as part of the EINU. This access route would follow existing roads, partly a dirt rural track, and partly a paved farm access road; therefore, the impacts may be limited. However, if grading or reconstruction of the access road across this site would be required, it would result in damage to the site and loss of important information. Under Alternative 4, the site is not within the project footprint.

CEQA Conclusion

Under Alternatives 1, 2, and 3, the impact would be significant under CEQA because construction of the high-voltage-line construction access road could result in damage to or destruction of a portion of the site, and loss of information potential. Although the project requirements for surveys, testing, data collection, and monitoring would minimize some potential impacts on the archaeological site, they would not avoid all impacts, thus impairing the integrity of the overall site. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail. Under Alternative 4, there would be no impacts because the site is not within the project footprint; therefore, CEQA does not require mitigation.

Section 106 Findings

For Alternatives 1, 2, and 3, the project requirements for surveys, testing, data collection, and monitoring would minimize some potential adverse effects, but they would not avoid all effects on this archaeological site. The effect would remain adverse under Section 106. There would be no effect under Alternative 4.

CA-SCL-116 (P-43-000129)

Under Alternatives 1, 2, 3, and 4, this site would be crossed by a utilities TCE for about 400 feet. The temporary staging area for the west portal of Tunnel 2 would be about 25 feet north of this site. Construction activities in this area, such as grading or excavation, would destroy a portion of the site.

CEQA Conclusion

Under Alternatives 1, 2, 3, and 4, the impact would be significant under CEQA because construction within the utilities TCE could result in damage to or destruction of a portion of the site and loss of information potential. Although the project requirements for surveys, testing, data collection, and monitoring would minimize some potential impacts on the archaeological site, they would not avoid all impacts, thus impairing the integrity of the overall site. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Section 106 Findings

For Alternatives 1, 2, 3, and 4, the project requirements for surveys, testing, data collection, and monitoring would minimize some potential adverse effects, but they would not avoid all effects on this archaeological site. The effect would remain adverse under Section 106.

CA-SCL-301 (P-43-000309)

Under Alternatives 1, 2, 3, and 4, this site would be completely within the main operations area approaching the east portal of Tunnel 2, which would be graded and leveled. Construction would result in complete destruction of the site.

CEQA Conclusion

Under Alternatives 1, 2, 3, and 4, the impact would be significant under CEQA because destruction of the site by project construction would result in loss of information potential. Although the project requirements for surveys, testing, data collection, and monitoring would minimize some potential impacts on the archaeological site, they would not avoid all impacts, thus impairing the integrity of the site. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Section 106 Findings

For Alternatives 1, 2, 3, and 4, the project requirements for surveys, testing, data collection, and monitoring would minimize some potential adverse effects, but they would not avoid all effects on this archaeological site. The effect would remain adverse under Section 106.

San Joaquin Valley Subsection

CA-MER-322 (P-24-000412)

Alternatives 1, 2, 3, and 4 would pass by this site on aerial structure. The site would be crossed by approximately 440 feet of permanent HSR right-of-way and an HSR TCE.

CEQA Conclusion

Under Alternatives 1, 2, 3, and 4 the impact would be significant under CEQA because construction of the permanent HSR right-of-way and work within the HSR TCE could result in damage to or destruction of a portion of the site, and loss of important information. Although the project requirements for surveys, testing, data collection, and monitoring would minimize some potential impacts on the archaeological site, they would not avoid all impacts, thus impairing the integrity of the overall site. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Section 106 Findings

For Alternatives 1, 2, 3, and 4, the project requirements for surveys, testing, data collection, and monitoring would minimize some potential adverse effects, but they would not avoid all effects on this archaeological site. The effect would remain adverse under Section 106.

Impact CUL#3: Temporary Public Access and Disturbance of Archaeological Resources

Construction activities associated with the project would not result in higher potential for public access to archaeological resources by people who previously would not have been able to enter the property where the resource is located because the work areas would be inaccessible to the public. All work areas would be fenced and access controlled, allowing access only to authorized construction personnel; therefore, they would not provide access for persons to loot sites and would not expose sites to compaction through pedestrian or vehicular traffic. Additionally, the project may include increased site protection measures in the MOA and ATP, such as nighttime security patrols.

These design characteristics and features would be the same for all project alternatives. There would be no impacts on unknown archaeological resources because of temporary public access from any of the project alternatives.

CEQA Conclusion

The impact under CEQA would be less than significant because design characteristics of the project alternatives would preclude public access to the HSR right-of-way and, subsequently, to potential archaeological sites. Construction of the project alternatives would not result in an adverse change in the significance of an archaeological resource from destruction or alteration of a resource because there is no higher potential for damage due to increased public access. Therefore, construction of the project alternatives would not result in impacts on an archaeological resource. CEQA does not require any mitigation.

Operations Impacts

Routine operations and maintenance of the project alternatives are not expected to require ground disturbance in previously undisturbed sediments that could cause additional impacts on archaeological resources. Operations of any of the project alternatives would not cause damage to or loss of cultural resources. There would be no impact during operations under any of the four project alternatives.

3.17.7.3 Historic Built Resources

Historic built resources can be affected if character-defining features are altered. As with archaeological resources, activities that affect historic built resources are typically associated with project construction. Activities that could result in impacts on historic built resources from construction of a project include, but are not limited to, relocation or realignment of resources; demolition, removal of all or portions of buildings, structures, linear features, or landscaping; settlement resulting from adjacent excavation or dewatering; vibration-induced damage; and the alteration of visual character, reducing the feeling and association of the property associated with its historic setting. Permanent limitation of physical access to a historic property can result in its abandonment and eventual demolition. Construction-period alterations to a setting, such as increased noise levels or materials storage, are considered temporary and as such are not considered an adverse effect or a substantial adverse change to historic built resources.

The project would affect known historic built resources under all alternatives. The project would result in a substantial adverse change in the significance of historic built resources pursuant to CEQA Guidelines Section 15064.5 and would therefore be considered a significant impact. Through the implementation of the mitigation measures presented in Section 3.17.8, such impacts may be mitigated or resolved. The project would also adversely affect known historic properties under all alternatives pursuant to Section 106 criteria for adverse effect (36 C.F.R. § 800.5). Development of an MOA and BETP would memorialize agreed-upon avoidance, minimization, and mitigation measures to resolve adverse effects under Section 106.

No Project Impacts

The expected growth and development described in the No Project Impacts discussion under Section 3.17.7.2, Archaeological Resources, would be the same for historic built resources. Planned and other reasonably foreseeable projects under the No Project Alternative would match those described under Section 3.17.7.2 and have the potential to affect historic built resources. Volume 2, Appendix 3.19-A and Appendix 3.19-B provide a full list of anticipated future development projects.

Surveys to determine the presence of historic built resources and consideration of potential project impacts on such resources are required for projects with state and federal approvals or funding. If historic built resources are present, these laws encourage project design modifications that would reduce or avoid impacts on significant resources. When projects are unable to avoid impacts, measures are required to lessen impacts or mitigate for the loss of such resources. Development activities including demolition, alteration, and new construction could lead to impacts on historic built resources. These impacts could include the demolition, destruction, relocation, or alteration of historic built resources or their setting.

Under the No Project Alternative, recent development trends are anticipated to continue, leading to impacts on historic built resources. Existing historic resources would be converted for new residential, commercial, and industrial development, as well as for transportation infrastructure, to accommodate future growth, potentially damaging, altering, or destroying historic built resources. Planned development and transportation projects that would occur as part of the No Project Alternative would likely include various forms of mitigation to address impacts on resources.

Project Impacts

Construction Impacts

Chapter 2 describes construction activities in detail, and Section 3.17.7.2 summarizes these activities. Potential impacts on historic built resources would include demolition, alteration, or inadvertent damage to historic built resources during construction and operations after construction. There would be potential for impacts from the project alternatives because the features constructed could alter the setting of historic built resources, which could impair their integrity of feeling, setting, or association.

Impact CUL#4: Permanent Demolition, Destruction, Relocation, or Alteration of Built Resources or Setting

Construction activities associated with the project could result in demolition, relocation, and alteration of built resources, the setting of the resources, or both. All four project alternatives have the potential to affect historic built resources in several ways. Where the permanent HSR right-of-way would cross an historic property, character-defining features or entire resources would likely be demolished to make way for the construction of track structures or other facilities. In some instances, the permanent HSR right-of-way introduced directly adjacent to a built resource would alter physical features within the setting of that resource that contribute to its significance. Such a change has the potential to impair the resource's integrity of feeling, setting, and association. In other words, introducing a very large, modern transportation structure could remove or obscure historic features from a resource's setting, which would weaken the resource's relationship to its historic context and its ability to convey its historic significance. Areas that would be used as a TCE may serve a variety of functions, including, but not limited to, materials staging, operation of construction equipment, and installation of protective fencing. Once cleared as a TCE, any activities in support of construction of the project would be allowed. These activities have the potential to result in physical damage to resources or their character-defining features. Potential impacts vary by resource and alternative, and this section discusses them in detail.

NRHP/CRHR Listed or Eligible-for-Listing Resources

This section analyzes construction activities for their potential to affect identified historic built resources within the APE. Table 3.17-3 provides a summary of built resources within the APE that have been listed or determined eligible for listing in the NRHP and CRHR. Summary descriptions of these built resources are available in Section 8 of the HASR, and detailed evaluations are provided in DPR forms included as Appendix D of the HASR (Authority 2019a).

Santa Clara Railroad Historical Complex (Santa Clara Depot) (Resource ID 0141)

Under Alternatives 1 and 4 (Appendix 3.17-C, Figure 5), existing at-grade Caltrain tracks would be upgraded to accommodate blended Caltrain/HSR service. The HSR system would utilize existing and new at-grade tracks to accommodate HSR service through Santa Clara, with additional 27-foot-tall overhead contact system (OCS) poles. New UPRR and Caltrain tracks would be constructed just north of the HSR guideway beginning near Benton Street to just past the Santa Clara Railroad Historical Complex. The existing UPRR tracks would be shifted to the north side of the HSR right-of-way. Existing at-grade railroad tracks are on the north side of the resource, and the presence of at-grade railroad tracks adjacent to the complex is part of its historic setting.

TCEs would be within the property boundary of the Santa Clara Depot and would surround the primary depot building and the Control Tower. The Control Tower, depot building, and southbound platforms would be retained. Any activities in support of construction of the project would be allowed in areas designated as TCE, including but not limited to materials staging, operation of construction equipment, and installation of protective fencing. Construction activities within the boundaries of the TCE have the potential to result in inadvertent damage to or demolition of the resource or its character-defining features.

Under Alternatives 2 and 3 (Appendix 3.17-C, Figure 5), new HSR tracks on a 35-foot viaduct with additional 27-foot-tall OCS poles would be constructed in the current railroad right-of-way

passing adjacent to the Santa Clara Railroad Historical Complex, and would be located north of the historic property boundary. The viaduct piers and their footings would be located to avoid the historic buildings in the station complex, but would require demolition and rebuilding of the northbound platform, which is not a contributing element of the resource. The new viaduct would be placed approximately 75 feet north of the primary depot building. Additionally, under Alternatives 2 and 3 an existing fiber optic utility line east of the contributing Speeder Shed and Tool House would be shifted west, to a location adjacent to the east façades of these two buildings. Relocation of this utility line would not involve physical change to the contributing buildings of the Santa Clara Railroad Historical Complex. Under Alternatives 2 and 3, an area designated as TCE would include the depot building and Control Tower, and would overlap a portion of the Tool House and Speeder Shed.

A TCE would be in the area of the three contributing outbuildings (the Control Tower, Speeder Shed, and Tool House) and the primary depot building. Any activities in support of construction of the project would be allowed in areas designated as TCE, including but not limited to materials staging, operation of construction equipment, and installation of protective fencing. Construction activities within the boundaries of the TCE have the potential to result in inadvertent damage to or demolition of the resource or its character-defining features.

Under all four alternatives, the contractor would prepare a pre-construction conditions assessment of the depot, Tool House, Speeder Shed, and Control Tower. Based on the condition of each of the buildings, the contractor would then develop a plan for their protection. Protective measures would be in place prior to any construction activities (CUL-IAMF#6). Construction staff would be alerted of the need to avoid affecting any of these built resources in the reports completed for CUL-IAMF#6 and would be tasked with maintaining protective measures throughout construction (CUL-IAMF#2). An architectural historian would monitor the efficacy of the protective measures, as defined in the protection plan. Should any inadvertent damage occur during construction, the design-builder's qualified architectural historian, and if needed a structural engineer, would assess the damage and determine the best approach to repair the buildings, following the SOI's Standards for the Treatment of Historic Properties and in consultation with the Authority and the SHPO (CUL-IAMF#6 and CUL-IAMF#8). The contractor would prepare a built environment monitoring plan (BEMP) prior to construction to detail the monitoring methods and process required for ground-disturbing activities within 1,000 feet of the property (CUL-IAMF#7). The contractor would implement these planning documents to put protective measures in place during construction (CUL-IAMF#8). After construction is complete, the TCE area would be returned to its pre-construction condition.

CEQA Conclusion

Under Alternatives 1 and 4, inadvertent damage could occur within the TCE that crosses the resource. The scope of work within the TCE would include project features to protect the resource from inadvertent damage, and the TCE area would be returned to its original state upon completion of construction. As such, Alternatives 1 and 4 would not physically alter any of the character-defining features of the resource. The shifting of UPRR and Caltrain tracks and construction of OCS poles would cause a limited permanent change to the setting of the resource, which would continue to include at-grade tracks to the north, and would allow the resource's significant historical association with the regional development of rail transportation. The project would not cause a substantial adverse change in the significance of the resource because project features are in place to protect the resource from inadvertent damage so the characteristics that qualify it for listing in the CRHR are not materially impaired. There would be a less-than-significant impact under CEQA for Alternatives 1 and 4. Therefore, CEQA does not require mitigation.

Under Alternatives 2 and 3, construction of the HSR right-of-way would substantially degrade the historic setting of the resource and its contributing buildings. Alternatives 2 and 3 would result in a change in setting from a railroad complex with at-grade tracks to an elevated track structure above the existing complex. The new viaduct would visually overwhelm the modestly sized, one-story buildings that contribute to the significance of the Santa Clara Railroad Historical Complex. These alternatives would result in the construction of new viaduct piers in the immediate vicinity

of the Depot, Control Tower, Tool Shed, and Speeder Shed and potentially cause inadvertent damage to these buildings. These buildings would be partially or entirely included in the TCE; however, the scope of work in the TCE would include project features to protect the resource from inadvertent damage. Thus, the TCE area would be returned to its original state upon completion of construction. The project would cause a substantial adverse change in the significance of the resource because construction of the HSR right-of-way and resulting degradation of the resource's historic setting as a late-19th/early-20th-century railroad complex would materially impair characteristics that qualify it for listing in the CRHR. Therefore, the impact would be significant under CEQA for Alternatives 2 and 3. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Section 106 Findings

Alternatives 1 and 4 would not alter the characteristics that qualify the historic property for inclusion in the NRHP. The integrity of the property would not be diminished; thus, Alternatives 1 and 4 would have no adverse effect.

Alternatives 2 and 3 would alter characteristics that qualify the Santa Clara Railroad Historical Complex for inclusion in the NRHP by impairing its integrity of setting and feeling; thus,, Alternatives 2 and 3 would have an adverse effect.

Bellarmine College Preparatory and Polhemus House (Resource ID 0210)

Under Alternative 1 (Appendix 3.17-C, Figure 6), the HSR right-of-way would be at-grade track transitioning to track on embankment alongside the northeast boundary of the parcel that contains the Bellarmine College Preparatory campus and Polhemus House. The HSR right-of-way would be approximately 800 feet northeast of the footprint of the Polhemus House, which is the historical resource boundary. Alternative 1 would involve the construction of a grade-separated overpass at West Hedding Street to cross the HSR right-of-way. The new overpass would have a larger footprint than the current West Hedding Street overpass and would extend into the legal parcel that contains the core of the Bellarmine College Preparatory campus. A retaining wall would be constructed at the edge of the grade separation, generally located at the parcel boundary along Elm Street and West Hedding Street. The retaining wall would be approximately 20 feet northwest of Polhemus House, at West Hedding Street, and approximately 40 feet southwest of Polhemus House, at Elm Street. Access to Polhemus House would be maintained following construction of the overpass. Underground sewer utilities would be relocated within the West Hedding Street right-of-way and would not overlap with the footprint of Polhemus House.

Under Alternatives 2 and 3 (Appendix 3.17-C, Figure 6), the HSR right-of-way would be track on viaduct alongside the northeast boundary of the parcel that contains the Bellarmine College Preparatory campus and Polhemus House. The HSR right-of-way would be approximately 750 feet northeast of the footprint of Polhemus House. Alternatives 2 and 3 would involve the removal of the existing West Hedding Street overpass and construction of an undercrossing to pass underneath the HSR right-of-way. As under Alternative 1, underground sewer utilities would be relocated within the West Hedding Street right-of-way and would not overlap with the footprint of Polhemus House.

Under Alternatives 1, 2, and 3, a TCE would occupy a portion of Elm Street; the TCE would lie approximately 30 feet from the southwest side of Polhemus House. The TCE would also occupy the West Hedding Street right-of-way along the northwest boundary of the parcel. The TCE would not overlap with the footprint of Polhemus House and is limited to areas of landscaped yard southwest and northwest of the residence. After construction is complete, the TCE area would be returned to its pre-construction condition.

Under Alternative 4 (Appendix 3.17-C, Figure 6), the HSR right-of-way would be blended with the Caltrain tracks in the existing Caltrain right-of-way, which is approximately 650 feet northeast of the Polhemus House. OCS poles (27 feet tall) would be installed in the Caltrain and HSR right-of-way. Alternative 4 does not involve any changes to the existing Hedding Street overpass, and no project activities would occur in the immediate vicinity of the Polhemus House.

CEQA Conclusion

Under Alternative 1, none of Polhemus House's character-defining features would be removed because no project activities would occur within the historical resource boundary. The overpass and associated retaining walls at Elm Street and West Hedding Street would constitute a permanent and visible change to Polhemus House's setting (which does not currently contribute to the significance of the historical resource as a good example of a Dutch Colonial Revival–style residence that was moved to its current site following its construction). These changes would lower the resource's integrity of feeling as an impressive residence. However, Alternative 1 would not undermine Polhemus House's integrity to the point that it would no longer express its significant Dutch Colonial Revival architectural style. The retention of its overall massing, roof form with dormers, fenestration pattern, historic exterior materials, and decorative elements would allow the resource to retain its integrity of design, materials, and workmanship, which are most important in conveying its significance under Criteria C/3. The project would not cause a substantial adverse change in the significance of the resource because alteration to the resource's setting would not materially impair characteristics that qualify it for listing in the CRHR. The impact would be less than significant under CEQA for Alternative 1. Therefore, CEQA does not require mitigation.

Under Alternatives 2 and 3, none of Polhemus House's character-defining features would be removed because no project activities would occur within the historical resource boundary. As under Alternative 1, changes within the adjacent West Hedding Street right-of-way would alter the current setting of Polhemus House but would not prevent the resource from conveying its architectural significance. Alternatives 2 and 3 would not alter Polhemus House's overall massing, roof form with dormers, fenestration pattern, historic exterior materials, and decorative elements that allow the resource to retain its integrity of design, materials, and workmanship, which are most important in conveying its significance under Criteria C/3. The project would not cause a substantial adverse change in the significance of the resource because alteration to the resource's setting would not materially impair characteristics that qualify it for listing in the CRHR. The impact would be less than significant under CEQA for Alternatives 2 and 3. Therefore, CEQA does not require mitigation.

Under Alternative 4, HSR tracks would be blended with Caltrain tracks at grade in the location of existing Caltrain tracks; the new OCS poles in the HSR right-of-way would be sufficiently distant that they would not cause a sustained visual change to the setting of the resource. The project would not cause a substantial adverse change in the significance of the resource because project activities would not materially impair characteristics that qualify it for listing in the CRHR. There would be no impact under CEQA for Alternative 4. Therefore, CEQA does not require mitigation.

Section 106 Findings

Alternatives 1, 2, 3, and 4 would not alter characteristics that qualify the Polhemus House for inclusion in the NRHP. The integrity of the property would not be diminished; thus, all four alternatives would have no adverse effect.

623 Stockton Avenue, San Jose (Resource ID 0304)

Under Alternatives 1, 2, and 3 (Appendix 3.17-C, Figure 7), the HSR right-of-way would be placed on viaduct structure approximately 750 feet northeast of 623 Stockton Avenue, in a location adjacent to the current Caltrain right-of-way. Under Alternative 1, the viaduct would be approximately 50 feet tall with additional 27-foot-tall OCS poles; under Alternatives 2 and 3, the viaduct would be approximately 30 feet tall with additional 27-foot-tall OCS poles.

Under Alternatives 1, 2, and 3, electrical utility lines would be relocated and would follow the Stockton Avenue alignment. The electrical utility lines would be placed overhead on poles. The relocated electrical lines would pass northeast of 623 Stockton Avenue. During implementation of the project, a TCE would surround the location of the new utility line. The TCE would extend approximately 15 feet onto the subject parcel, so that the nearest edge of the TCE would be 5 feet from the front façade of 623 Stockton Avenue. As such, the TCE would not overlap the historic resource boundary. Activities in support of construction of the project would be allowed in areas designated as TCE, including but not limited to materials staging, operation of construction

equipment, and installation of protective fencing. After construction is complete, the front yard of the residence would be returned to its pre-construction condition.

Under Alternative 4, the HSR right-of-way would be blended with the Caltrain tracks in the existing Caltrain right-of-way, which is approximately 425 feet northeast of 623 Stockton Avenue; 27-foot-tall OCS poles would be installed in the Caltrain and HSR right-of-way. No project activities would occur in the immediate vicinity of the resource.

CEQA Conclusion

Under Alternatives 1, 2, and 3, no project activities would lead to the removal of any of the resource's character-defining features. The HSR right-of-way on raised viaduct approximately 750 feet from the resource would be within the viewshed of the residence. The new overhead electrical utility line leading parallel to Stockton Avenue would be visible from the resource but would reflect a common infrastructural feature that is already present within the surrounding Stockton Avenue streetscape and is compatible with the character of a residential neighborhood. Furthermore, the TCE extending into the parcel from Stockton Avenue would not create sustained changes to the parcel and would not overlap the footprint of the historical resource. The retention of the residence's overall massing, hipped roof form with front projecting gable, bay windows, historic exterior materials, and decorative elements would allow the resource to retain its integrity of design, materials, and workmanship, which are most important in conveying its significance under Criteria C/3. The project would not cause a substantial adverse change in the significance of the resource because alteration to the resource's setting would not materially impair characteristics that qualify it for listing in the CRHR. The impact would be less than significant under CEQA for Alternatives 1, 2, and 3. Therefore, CEQA does not require mitigation.

Under Alternative 4, HSR tracks blended with Caltrain tracks at grade in the location of existing Caltrain tracks would be minimally visible from the resource, and would not cause any sustained visual changes to the setting of the resource. The project would not cause a substantial adverse change in the significance of the resource because project activities would not materially impair characteristics that qualify it for listing in the CRHR. There would be no impact under CEQA for Alternative 4. Therefore, CEQA does not require mitigation.

Section 106 Findings

Alternatives 1, 2, 3, and 4 would not alter the characteristics that qualify 623 Stockton Avenue for inclusion in the NRHP. The integrity of the property would not be diminished; thus, all four alternatives would have no adverse effect.

Southern Pacific Depot (Hiram Cahill Depot/Diridon Station) (Resource ID 0497)

Alternatives 1, 2, 3, and 4 (Appendix 3.17-C, Figure 9) would construct new HSR station facilities within and adjacent to the historic property boundary of the Southern Pacific Depot, characterized as a historic district containing the following contributing buildings and structures: the primary depot building, Car Cleaner's Shack, iron fence, Santa Clara underpass, two butterfly sheds, and the train tracks.

Alternatives 1, 2, and 3 would feature aerial viaducts elevated to approximately 65 feet (see Figures 3.16-20, 3.16-21, and 3.16-22 in Section 3.16) and serviced by a four-track aerial station facility with elevated mezzanine-level concourse and two 30-foot-wide, 1,410-foot-long dedicated HSR platforms constructed above the existing Caltrain tracks and platforms.

A new HSR station facility would include multistory structures built to the north, south, and west of the existing Southern Pacific Railroad (SPRR) Depot (HSR station service building), and would be immediately adjacent to the west façade of the SPRR Depot. It is not anticipated that the historic depot building and proposed stations would be physically joined, however. The new HSR station building would contain approximately 95,000 square feet. The concourse and entrance volume, which would be placed approximately 25 feet north of the historic depot building, would rise to a height that is slightly below the height of the historic depot building's roof peak. The HSR viaduct and platforms placed above the current Caltrain right-of-way, to be built approximately 70 feet west of the historic depot building, would surpass the height of the historic depot building. In addition, the mezzanine-level concourse would allow circulation linkages between the station house and the station platforms. The circulation sequence may include hallways, an access

bridge to cross over railroad tracks, stairs, escalators, elevators, and moving sidewalks. Construction of the elevated viaduct and new vertical circulation paths between the mezzanine-level concourse and the Caltrain and Amtrak platforms would require the reconstruction of the lower platforms and demolition of butterfly sheds, which are a character-defining feature of the resource. The existing pedestrian concourse below the tracks and platforms, also identified as a character-defining feature, would also be removed. Project construction would temporarily affect VTA light rail service, but the current at-grade VTA service would remain in place after construction. While construction of new VTA platforms would be included as part of the project footprint, that work would be performed by others and the impacts of that feature would be analyzed in a separate, future project.

In addition, the new HSR station service building would require the demolition of character-defining features such as the wall and fence system, iron gate with square classical posts and curvilinear details on the north side of the depot, existing train tracks, and car cleaner's shack. The viaduct would be placed above the existing Santa Clara Street underpass and its Beaux Arts–style lights, but would not physically alter these character-defining features of the SPRR Depot. The viaduct columns and their footings would not overlap with the underpass structure. Alternatives 1, 2, and 3 would also include an area designated as TCE approximately 90 feet to the east (main) façade of the historic depot building. Additional project components in locations east of the TCE include: HSR station drop-off and pick-up areas (90 feet east and 350 feet northeast of the depot), HSR station bus parking (120 feet east, 116 feet northeast, and 129 feet southeast of the depot), HSR station bike lane (132 feet east of the depot), and a new permanent roadway to extend Cahill Street south of West San Fernando Street (130 feet east of the southeast corner of the depot).

Under Alternative 4 (Appendix 3.17-C, Figure 9), HSR tracks would be blended with Caltrain tracks at grade in the approach to the SPRR Depot, and 27-foot-tall OCS poles would be installed within the Caltrain and HSR right-of-way. The new HSR right-of-way would employ the existing rail overpass that crosses West Santa Clara Street, which is a character-defining feature of the historical resource. However, some of the existing station rail tracks would be reconfigured. HSR trains would use the two center platforms of the station, which would be extended to the south to reach a length of between 1,390 and 1,470 feet. As under the other three alternatives, a new HSR station facility would be built west of the existing historic depot building. The HSR station facility would have a smaller footprint than the facility proposed under Alternatives 1, 2, and 3, and would allow a greater distance between its volume and the rear of historic depot building; under Alternative 4, the buildings would not directly abut one another. The new HSR station facility would wrap around the north and south ends of the historic depot building, and the south wing would require the demotion of the car cleaner's shack. The footprint of the new HSR station would also overlap the locations of a portion of the iron fence north of the primary depot building. The existing pedestrian concourse crossing underneath the tracks, which is a character-defining feature of the resource, would be abandoned under Alternative 4 but would remain in place. The proposed station facility would additionally involve a raised concourse to provide access to the HSR platforms, and vertical circulation paths would require the butterfly sheds located at the station platforms to be removed. This alternative would also relocate the current automobile parking lots and transit station north of the SPRR Depot; the transit station would be placed along Cahill, Crandall, and Stover Streets.

While the HSR station service building proposes reuse of the existing SPRR Depot, it does not provide details about programming for the historic station, which character-defining features would be retained or lost, what efforts would be undertaken to comply with the SOI's Standards for Rehabilitation, or what design guidelines would be employed to make new construction compatible with the character of the existing depot building. Under all alternatives, the contractor would prepare a pre-construction conditions assessment of all contributing buildings and structures (with the exception of those that would be removed), and, based on the condition of each of the contributing features, develop a plan for their protection; protective measures would be in place prior to any construction activities (CUL-IAMF#6). Construction staff would be informed of the need to avoid affecting any of these built resources, as well as tasked with

maintaining protective measures throughout construction (CUL-IAMF#2). An architectural historian would monitor the efficacy of the protective measures, as defined in the protection plan. Should any inadvertent damage occur during construction, the design-builder's qualified architectural historian, and if needed a structural engineer, would assess the damage and determine the best approach to repair the buildings, following the SOI's Standards for the Treatment of Historic Properties and in consultation with the Authority and the SHPO (CUL-IAMF#6 and CUL-IAMF#8). The contractor would prepare a BEMP prior to construction to detail the monitoring methods and process required for ground-disturbing activities within 1,000 feet of the property (CUL-IAMF#7). The contractor would implement these planning documents to put protective measures in place during construction (CUL-IAMF#8). After construction is complete, areas of TCE would be returned to their pre-construction condition.

CEQA Conclusion

Under Alternatives 1, 2, and 3, the project would reuse the existing depot but demolish character-defining features in the historic property boundary including the wall and fence system, iron gate with square classical posts and curvilinear details on the north side of the depot, two butterfly sheds, concourse with large basket arches leading to tracks, car cleaner's shack, and existing train tracks. In addition, the project would alter the historic setting of the components of the SPRR Depot complex that would be integrated into the new HSR station design, including the primary depot building and Santa Clara underpass, through the introduction of aerial tracks above the existing track and systems, and the construction of modern multistory station infrastructure north and west of the existing SPRR Depot. Construction of the viaduct structure and new HSR station facilities immediately west of the SPRR Depot building and above the existing rail platforms would not physically change the historic depot building but would overwhelm the scale of the existing depot complex with modern rail infrastructure. The project would cause a substantial adverse change in the significance of the resource because the demolition of character-defining features and degradation of the resource's historic setting would materially impair characteristics that qualify it for listing in the CRHR. Therefore, the impact would be significant under CEQA for Alternatives 1, 2, and 3. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Under Alternative 4, more character-defining features of the SPRR Depot complex would be retained than under the other alternatives—primarily the pedestrian concourse; the use of at-grade tracks for HSR trains rather than a raised viaduct would represent less of an intrusion into the setting of the resource, and would allow the HSR right-of-way to be placed within the existing platform sequence. Modifications would be made, however, including reconfiguration of tracks approaching the station and extending the center two rail platforms. Furthermore, character-defining features of the historical resource—including the iron fence and gate, car cleaner's shack, and butterfly shelters—would be demolished during construction of the project. Construction of the new HSR station facilities immediately west of the SPRR Depot building has the potential to overwhelm the scale of the existing depot complex with modern rail infrastructure. The project would cause a substantial adverse change in the significance of the resource because the demolition of character-defining features and degradation of the resource's historic setting would materially impair characteristics that qualify it for listing in the CRHR. Therefore, the impact would be significant under CEQA for Alternative 4. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Section 106 Findings

Alternatives 1, 2, 3, and 4 would alter characteristics that qualify the SPRR Depot for inclusion in the NRHP by impairing its integrity of materials, workmanship, feeling, and setting; thus, all four alternatives would have an adverse effect.

Sunlite Baking Company (Resource ID 0522)

Under Alternatives 1, 2, and 3 (Appendix 3.17-C, Figure 10), a portion of the resource would be in the path of the permanent HSR right-of-way, with track on viaduct, and a new permanent road right-of-way with bike lane. As a result of the project, the resource would be demolished. All three alternatives would also construct a new HSR station parking lot within the western half of the

parcel, and drop-off and pick-up areas in the center of the parcel. These changes would expand the existing Caltrain right-of-way to the west.

Under Alternative 4 (Appendix 3.17-C, Figure 10), the HSR right-of-way would be blended with the Caltrain tracks in the existing Caltrain right-of-way, the closest part of which is approximately 50 feet from the rear façade of the Sunlite Baking Company; also, 27-foot-tall OCS poles would be installed in the Caltrain and HSR right-of-way. Under Alternative 4, Cahill Street would not be extended south past Otterson Street, so the alternative would not demolish the Sunlite Baking Company. Additionally, telecommunication utilities would be relocated within the South Montgomery Street right-of-way, which leads east from the Sunlite Baking Company. The utility relocation would occur approximately 50 feet from the primary façade of the resource.

CEQA Conclusion

Under Alternatives 1, 2, and 3, the project would cause a substantial adverse change in the significance of the resource because the resource would be demolished, which would materially impair characteristics that qualify it for listing in the CRHR. Therefore, the impact would be significant under CEQA for Alternatives 1, 2, and 3. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Under Alternative 4, the broader setting of the resource would change because of the construction of new HSR station facilities north of the Sunlite Baking Company, but no project activities would impede its ability to convey its significant architectural character. The project would not cause a substantial adverse change in the significance of the resource because project activities would not materially impair characteristics that qualify it for listing in the CRHR. There would be no impact under CEQA for Alternative 4. Therefore, CEQA does not require mitigation.

Section 106 Findings

Alternatives 1, 2, and 3 would demolish the Sunlite Baking Company and would destroy the characteristics that qualify the property for inclusion in the NRHP. Thus, Alternatives 1, 2, and 3 would have an adverse effect. Alternative 4 would not alter the characteristics that qualify the Sunlite Baking Company for inclusion in the NRHP. The integrity of the property would not be diminished; thus, Alternative 4 would have no adverse effect.

415 Illinois Avenue, San Jose (Resource ID 0585)

Under Alternatives 1, 2, and 3 (Appendix 3.17-C, Figure 12), the project would demolish the resource and construct an ATC site within the resource's parcel. All three alternatives would also build an approximately 60-foot-tall HSR viaduct that extends across the southern corner of the parcel. The viaduct would be approximately 35 feet south of the current location of the resource.

Under Alternative 4, the HSR right-of-way would be blended with the Caltrain tracks in the existing Caltrain right-of-way, which is approximately 925 feet southwest of the parcel containing 415 Illinois Avenue; 27-foot-tall OCS poles would be installed in the Caltrain and HSR right-of-way. No project activities would occur within the parcel containing the resource or its immediate setting.

CEQA Conclusion

Under Alternatives 1, 2, and 3, the project footprint would cause a substantial adverse change in the significance of the resource because an ATC site on the location of the resource would require demolition of the resource and would materially impair characteristics that qualify it for listing in the CRHR. Therefore, the impact would be significant under CEQA for Alternatives 1, 2, and 3. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Under Alternative 4, no physical alteration of the resource or its immediate setting would occur. There would be no impact under CEQA for Alternative 4. Therefore, CEQA does not require mitigation.

Section 106 Findings

Alternatives 1, 2, and 3 would demolish 415 Illinois Avenue and would destroy the characteristics that qualify the property for inclusion in the NRHP; thus, Alternatives 1, 2, and 3 would have an adverse effect. Alternative 4 would not alter any of the characteristics that qualify 415 Illinois

Avenue for inclusion in the NRHP. The integrity of the property would not be diminished; thus, Alternative 4 would have no adverse effect.

Pacific Intertie Transmission Line (Resource ID 1778)

The Pacific Intertie transmission line comprises three separate transmission lines that would cross the HSR right-of-way: the 500-kilovolt (kV) Moss Landing-Metcalf transmission line, near the southeastern boundary of the city of San Jose; and the 500-kV Tesla-Los Banos No. 1 and 500-kV Tracy-Los Banos transmission lines, which run parallel to one another and are in unincorporated Merced County northeast of San Luis Reservoir.

Under Alternatives 1 and 3 (Appendix 3.17-C, Figure 13), the proposed HSR right-of-way would be built within the current Monterey Road alignment where it is crossed by the 500-kV Moss Landing-Metcalf transmission line. The HSR viaduct would be approximately 40 feet tall with additional 27-foot-tall OCS poles in this location. The transmission line would be protected in place under both of these alternatives, and no physical alteration of the transmission line would occur.

Under Alternative 2 (Appendix 3.17-C, Figure 13), the HSR right-of-way would be placed at grade on ballasted track on retained fill, with additional 27-foot-tall OCS poles, between the current Caltrain right-of-way and Monterey Road alignment where it is crossed by the 500-kV Moss Landing-Metcalf transmission line. As under Alternatives 1 and 3, the resource would be protected in place where it crosses over the HSR right-of-way.

Under Alternative 4, (Appendix 3.17-C, Figure 13), the HSR right-of-way would be blended with the Caltrain tracks in the existing Caltrain right-of-way, with additional 27-foot-tall OCS poles, where it is crossed by the 500-kV Moss Landing-Metcalf transmission line. No changes to the transmission line would occur under this alternative.

Under Alternatives 1, 2, 3, and 4 (Appendix 3.17-C, Figure 14), the 500-kV Tesla-Los Banos No. 1 and 500-kV Tracy-Los Banos transmission lines would intersect with the HSR right-of-way in a location where it would be placed in an excavated cut. The transmission lines would cross over the HSR right-of-way and would be protected in place.

CEQA Conclusion

Under Alternatives 1, 2, 3, and 4, the transmission lines that comprise the resource would be protected in place: no project activities would alter their alignment, location, design, or materials. Construction of the HSR right-of-way on viaduct or its placement on retained fill or within excavated cuts where it is crossed by the Pacific Intertie transmission line (depending on the alternative) would be a limited intrusion in the relatively undeveloped setting of the resource, including its components at the edge of the city of San Jose and in unincorporated Merced County. Further, as an infrastructural resource, the Pacific Intertie's significance is conveyed less through its setting than through its function transmitting electricity and its geographic relationship to the sites of electricity generation and distribution, which would not be disrupted under any of the four alternatives. The project would not cause a substantial adverse change in the significance of the resource because the project would not materially impair characteristics that qualify it for listing in the CRHR. The impact would be less than significant under CEQA for Alternatives 1, 2, 3, and 4. Therefore, CEQA does not require mitigation.

Section 106 Findings

Alternatives 1, 2, 3, and 4 would not alter any of the characteristics that qualify the Pacific Intertie for inclusion in the NRHP. The integrity of the property would not be diminished; thus, all four alternatives would have no effect on the property.

Stevens/Fisher House (Resource ID 1863)

Under Alternatives 1 and 3 (Appendix 3.17-C, Figure 18), Monterey Road would be widened where it passes the Stevens/Fisher House. The widened Monterey Road would encroach approximately 12 feet past the southwestern boundary of the historic property. The existing roadway is currently 42 feet from the residence's primary (west) façade. The proposed road right-of-way would pass approximately 20 feet in front of the residence's primary façade. Alternatives 1 and 3 would locate new HSR tracks approximately 10 feet west of the property's western boundary and approximately 40 feet from the residence. The viaduct, which would be

approximately 30 feet high in this location, would feature 27-foot-tall OCS poles (total height, approximately 50 feet).

Alternatives 1 and 3 also include a TCE placed parallel to the proposed road right-of-way. This feature encroaches within the historic property boundary. Both the road right-of-way and TCE would cover a portion of the resource's front yard, including the fence at the front lot line and paved sidewalk leading to the residence's front entrance. However, neither the new road right-of-way nor the TCE would overlap or alter the property's character-defining features. Construction activities within the boundaries of the TCE have the potential to result in inadvertent damage or demolition of the resource or its character-defining features. This alternative also would include additional TCE approximately 60 feet west of the property's western boundary. The contractor would prepare a pre-construction conditions assessment of the Stevens/Fisher House. Based on the condition of the resource, the contractor would then develop a plan for their protection. Protective measures would be in place prior to any construction activities (CUL-IAMF#6). Construction staff would be alerted of the need to avoid affecting any of these built resources in the reports completed for CUL-IAMF#6 and would be tasked with maintaining protective measures throughout construction (CUL-IAMF#2). An architectural historian would monitor the efficacy of the protective measures, as defined in the protection plan. Should any inadvertent damage occur during construction, the design-builder's qualified architectural historian, and if needed a structural engineer, would assess the damage and determine the best approach to repair the buildings, following the SOI's Standards for the Treatment of Historic Properties and in consultation with the Authority and the SHPO (CUL-IAMF#6 and CUL-IAMF#8). The contractor would prepare a BEMP prior to construction to detail the monitoring methods and process required for ground-disturbing activities within 1,000 feet of the property (CUL-IAMF#7). The contractor would implement these planning documents to put protective measures in place during construction (CUL-IAMF#8). After construction is complete, the TCE area would be returned to its pre-construction condition.

However, the relocated Monterey Road right-of-way would still encroach into the front yard of the residence.

Alternatives 1 and 3 would also relocate the overhead telecommunication utilities that lead past the resource along Monterey Road to the opposite side of Monterey Road, where they would be placed underground. This activity would not physically alter any character-defining features belonging to the Stevens/Fisher House.

To the southwest of the new HSR right-of-way, the project would introduce the relocated southbound travel lanes of the widened Monterey Road, as well as an area designated as TCE.

Under Alternative 2 (Appendix 3.17-C, Figure 18), the Monterey Road right-of-way would be shifted to the east and would encroach upon the western half of the parcel that contains the Stevens/Fisher House. New telecommunications and electrical utilities would be placed adjacent to the road right-of-way on the current location of the Stevens/Fisher House. The road right-of-way and utilities would demolish the Stevens/Fisher House. The noncontributing garage and rear outbuilding would also be demolished under Alternative 2.

Alternative 2 also includes HSR tracks on a 15-foot-high embankment 16 feet west of the property boundary and relocation of electrical utilities 90 feet west of the property boundary. Both the HSR right-of-way and electrical utilities would be located in the existing road and rail rights-of-way.

Under Alternative 4 (Appendix 3.17-C, Figure 18), the HSR right-of-way would be blended with the Caltrain tracks in the existing Caltrain right-of-way, which is approximately 90 feet southwest of the Stevens/Fisher House; and 27-foot-tall OCS poles would be installed within the Caltrain and HSR right-of-way. A new wildlife crossing would be built underneath the HSR and Monterey Road rights-of-way approximately 415 feet southeast of the Stevens/Fisher House. The below-grade wildlife crossing would measure approximately 40 feet wide by 15 feet tall.

CEQA Conclusion

Under Alternatives 1 and 3, the relocation of Monterey Road into the historic resource boundary and the placement of the 50-foot-tall viaduct adjacent to the resource would not remove

character-defining features of the resource, as the portion of the front yard that would be encroached upon does not contain elements that contribute to the significance of the residence. Alternatives 1 and 3 would cause a visually distracting intrusion into the resource's current setting, which consists of a residential yard and surrounding agricultural fields. Alternatives 1 and 3 would interrupt the resource's viewsheds towards surrounding agricultural fields south and west of Monterey Road, and would lower its integrity of setting. When viewed from Monterey Road, however, the resource would remain associated with the undeveloped land and hills to its northeast, such that its historic significance under Criteria A/1 as an early agricultural property in the Santa Clara Valley would still be understood. The project would not cause a substantial adverse change in the significance of the resource because alterations within the historical resource boundary of the Stevens/Fisher House would not remove character-defining features, and because changes to the resource's immediate setting would not materially impair characteristics that qualify it for listing in the CRHR. The impact would be less than significant under CEQA for Alternatives 1 and 3. Therefore, CEQA does not require mitigation.

Under Alternative 2, the project would cause a substantial adverse change in the significance of the resource because the demolition of the residence and contributing outbuilding would materially impair characteristics that qualify the resource for listing in the CRHR. The impact would be significant under CEQA for Alternative 2. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Alternative 4 would not introduce any project activities within the historic resource boundary and would involve a limited change to the setting of the Stevens/Fisher House. Although the OCS poles introduced to support HSR service would be new, visible elements in the setting of the resource, the placement of the HSR right-of-way at grade within the existing railroad right-of-way adjacent to the resource would generally maintain the resource's historic relationship to at-grade railroad tracks, and its broader rural setting would not be diminished. The construction of a new wildlife crossing over 400 feet away from the resource would cause a minimally visible change in the surrounding setting. The project would not cause a substantial adverse change in the significance of the resource because project activities would not materially impair characteristics that qualify it for listing in the CRHR. There would be no impact under CEQA for Alternative 4. Therefore, CEQA does not require mitigation.

Section 106 Findings

Alternatives 1 and 3 would result in changes to the broader setting of the property but would not alter setting characteristics that qualify it for inclusion in the NRHP. The integrity of the property would not be diminished; thus, Alternatives 1 and 3 would have no adverse effect.

Alternative 2 would demolish the Stevens/Fisher House and would destroy the characteristics that qualify the property for inclusion in the NRHP; thus, Alternative 2 would have an adverse effect.

Alternative 4 would not alter the characteristics that qualify the Stevens/Fisher House Avenue for inclusion in the NRHP. The integrity of the property would not be diminished; thus, Alternative 4 would have no adverse effect.

Barnhart House (Resource ID 1909)

Under Alternatives 1 and 3 (Appendix 3.17-C, Figure 19), the HSR right-of-way would pass alongside the southwest boundary of the parcel, approximately 50 feet from the front of the Barnhart House. The HSR right-of-way would consist of track on viaduct, with a height varying between approximately 45 feet and 50 feet above grade alongside the parcel, with additional 27-foot-tall OCS poles. The viaduct would be within the Monterey Road right-of-way. A TPSS, ATC site, and associated permanent access easement would be within the west corner of the parcel, approximately 400 feet northwest of the Barnhart House. Because the existing setting is composed of rural agricultural land, four-lane road, and at-grade railroad tracks, introduction of elevated viaduct train track and systems would alter the property's setting.

Monterey Road would be widened along the southwestern boundary of the parcel that contains the Barnhart House. The widened roadway would overlap the parcel that contains the Barnhart

House by approximately 5 feet, and Monterey Road would be expanded 5 feet closer to the resource than the current roadway. In its new location, the roadway would be approximately 25 feet from the footprint of the Barnhart House, which is the historic resource boundary.

A TCE would overlap the parcel that contains the Barnhart House by approximately 10 feet along Monterey Road, and would be approximately 20 feet from the footprint of the Barnhart House. Any activities in support of construction of the project would be allowed in areas designated as TCE, including but not limited to materials staging, operation of construction equipment, and installation of protective fencing. Construction activities within the boundaries of the TCE would have the potential to result in inadvertent damage or demolition of features within the parcel. However, this TCE does not appear to overlap with any of the property's character-defining features and would be limited to an area of landscaping on the southern edge of the property. After construction is complete, the TCE area would be returned to its pre-construction condition.

Under Alternative 2 (Appendix 3.17-C, Figure 19), the Barnhart House would be in the path of a new permanent road right-of-way, electrical and telecommunications utilities, and TCE. As a result of the project, the resource and adjacent outbuildings would be demolished. Alternative 2 would also place a TCE, permanent road right-of-way, electrical utilities, ATC site, and permanent access easement within the northwestern half of the parcel, which currently contains open agricultural land. Alternative 2 would construct the HSR right-of-way approximately 55 feet to the west of the current location of the Barnhart House, composed of track on retained fill approximately 5 feet above grade with 27-foot-tall OCS poles.

Under Alternative 4 (Appendix 3.17-C, Figure 19), the HSR right-of-way would be blended with the Caltrain tracks in the existing Caltrain right-of-way, which is approximately 125 feet southwest of the Barnhart House; 27-foot-tall OCS poles would be installed within the Caltrain and HSR right-of-way. Telecommunication lines would be relocated immediately adjacent to the northeast side of the HSR right-of-way, and an area designated for temporary HSR construction access would be placed within the alignment of Monterey Road, which lies adjacent to the southwestern boundary of the parcel that contains the Barnhart House. Quad gates would be introduced at the intersection of the HSR right-of-way and Palm Avenue, approximately 310 feet northwest of the resource. No project activities would occur within the parcel containing the resource or its immediate setting.

CEQA Conclusion

Under Alternatives 1 and 3, there are no project activities on the Barnhart House that would lead to the removal of any of the resource's character-defining features, and the resource would retain sufficient integrity to convey its significance under Criteria C/3. The viaduct, relocated Monterey Road right-of-way, and TCE would be within the viewshed of the Barnhart House but would not overlap the residence's footprint, which is the historical resource boundary and, thus, would not lead to the removal of any character-defining features that convey the resource's distinct blend of Craftsman, Prairie, and Colonial Revival architectural styles. The project would not cause a substantial adverse change in the significance of the resource because alteration of the resource's setting would not materially impair characteristics that qualify it for listing in the CRHR. The impact would be less than significant under CEQA for Alternatives 1 and 3. Therefore, CEQA does not require mitigation.

For Alternative 2, the project would cause a substantial adverse change in the significance of the resource because construction of the new road right-of-way and demolition of the resource would materially impair characteristics that qualify it for listing in the CRHR. Therefore, the impact would be significant under CEQA for Alternative 2. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Under Alternative 4, project activities would not occur within the historical resource boundary and, by introducing the HSR right-of-way with OCS poles within the existing railroad right-of-way that lies adjacent to Monterey Road, would not cause a limited visual change to the setting of the resource. Furthermore, because the Barnhart House is architecturally significant under Criteria C/3, changes in the setting of the resource would not remove character-defining features or

impede its ability to convey its significant expression of architectural styles. The project would not cause a substantial adverse change in the significance of the resource because project activities would not materially impair characteristics that qualify it for listing in the CRHR. There would be no impact under CEQA for Alternative 4. Therefore, CEQA does not require mitigation.

Section 106 Findings

Alternatives 1, 3, and 4 would not alter any of the characteristics that qualify the Barnhart House for inclusion in the NRHP. The integrity of the property would not be diminished; thus Alternatives 1, 3, and 4 would have no effect on the property. Alternative 2 would demolish the Barnhart House and would destroy the characteristics that qualify it for inclusion in the NRHP. Thus, Alternative 2 would have an adverse effect.

Madrone Underpass (Resource ID 2127)

Under Alternatives 1 and 3, the project footprint is approximately 4,200 feet northeast of the resource. No physical alteration of the resource or its setting would occur under Alternatives 1 and 3.

Under Alternative 2 (Appendix 3.17-C, Figure 21), a TCE would cross over the resource and continue outside the resource boundary. Any activities in support of construction of the project would be allowed in areas designated as TCE, including but not limited to materials staging, operation of construction equipment, and installation of protective fencing. Construction activities within the boundaries of the TCE have the potential to result in inadvertent damage or demolition of the resource or its character-defining features. The contractor would prepare a pre-construction conditions assessment of the structure and, based on the condition of the resource, develop a plan for its protection; protection measures would be in place prior to any construction activities (CUL-IAMF#6). Construction staff would be informed of the need to avoid affecting this built resource, as well as tasked with maintaining protective measures throughout construction (CUL-IAMF#2). An architectural historian would monitor the efficacy of the protective measures, as defined in the protection plan. Should any inadvertent damage occur during construction, the design-build contractor's qualified architectural historian, and if needed a structural engineer, would assess the damage and determine the best approach to repair the resource, following the SOI's Standards for the Treatment of Historic Properties and in consultation with the Authority and the SHPO (CUL-IAMF#6 and CUL-IAMF#8). The contractor would implement these planning documents to put protective measures in place during construction (CUL-IAMF#8). This alternative also includes a TCE approximately 23 feet south of the resource. After construction is complete, the TCE areas would be returned to their pre-construction conditions.

Also under Alternative 2, new HSR tracks on embankment would be constructed approximately 35 feet to the northeast of the plate girder bridge of the Madrone underpass. The HSR crossing over Monterey Road would be above the lower end of the Madrone underpass's north wing wall, but no physical alteration of the resource would be included in this work.

Under Alternative 4 (Appendix 3.17-C, Figure 21), the HSR right-of-way would be placed on approximately 15-foot-high ballasted fill in the existing Caltrain right-of-way, which passes over the Madrone underpass. In order to accommodate the new HSR right-of-way in this location, the Madrone underpass would be demolished and replaced by a new box girder overpass structure.

CEQA Conclusion

Under Alternatives 1 and 3, no project components would be on or near the resource. The project would not cause a substantial adverse change in the significance of the resource because project components would not materially impair characteristics that qualify it for listing in the CRHR. There would be no impact under CEQA for Alternatives 1 and 3. Therefore, CEQA does not require mitigation.

Under Alternative 2, the scope of work within the TCE would include project features to protect the resource from inadvertent damage, and the TCE area would be returned to its original state upon completion of construction. These project features would avoid physical impacts on the Madrone underpass. The new HSR embankment and overcrossing would introduce a new feature in the Madrone underpass's immediate setting. However, Alternative 2 would not remove or alter the alignments of the raised railroad tracks and Monterey Road, for which the Madrone underpass was originally built to support grade separation. The Madrone underpass would

continue its historic function, which directly conveys its significance under Criteria A/1. The project would not cause a substantial adverse change in the significance of the resource because the alteration of its setting would not materially impair characteristics that qualify it for listing in the CRHR. The impact would be less than significant under CEQA for Alternative 2. Therefore, CEQA does not require mitigation.

Under Alternative 4, the project would cause a substantial adverse change in the significance of the resource because the resource would be demolished, which would materially impair characteristics that qualify it for listing in the CRHR. Therefore, the impact would be significant under CEQA for Alternative 4. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Section 106 Findings

Alternatives 1, 2, and 3 would not alter any of the characteristics that qualify the Madrone underpass for inclusion in the NRHP. The integrity of the property would not be diminished; thus, Alternatives 1, 2, and 3 would have no effect on the property. Alternative 4 would demolish the Madrone underpass and would destroy the characteristics that qualify the property for inclusion in the NRHP; thus, Alternative 4 would have an adverse effect.

Villa Mira Monte (Resource ID 2194)

Under Alternatives 1 and 3, no project activities would occur within proximity of the historic property. The HSR alignment would be built approximately 4,950 feet northeast of Villa Mira Monte.

Alternative 2 (Appendix 3.17-C, Figure 22) would include the following project components within and east of the existing rail right-of-way that forms the northeastern boundary of the legal parcel containing Villa Mira Monte: TCE adjacent to the rear (east) of the legal parcel, which is the resource boundary; underground sewer utility relocation 40 feet from the resource; HSR right-of-way (ballasted track on retained fill, approximately 20 feet above grade, with additional 27-foot-tall OCS poles) 65 feet east of the resource boundary; and staging area 215 feet east of the resource.

Under Alternative 4 (Appendix 3.17-C, Figure 22), the HSR right-of-way would be blended with the Caltrain tracks in the existing Caltrain right-of-way, which passes along the northeastern boundary of the legal parcel containing Villa Mira Monte. OCS poles 27 feet tall would be installed within the Caltrain and HSR right-of-way. The Caltrain right-of-way runs adjacent to the resource's eastern boundary. An area designated for temporary HSR access adjacent to the HSR right-of-way would extend approximately 20 feet into the resource boundary. However, the HSR access area would be in an area of the site that is currently undeveloped and is separated from the primary building by a distance of approximately 245 feet, such that it would not alter any of the resource's character-defining features. Sanitary sewer infrastructure would be relocated on the far side of the HSR right-of-way from the resource, approximately 60 feet northeast of the parcel containing Villa Mira Monte.

CEQA Conclusion

Alternatives 1 and 3 would not change the setting and character-defining features that allow Villa Mira Monte to express its association with exploration and settlement of the Morgan Hill area, its association with Diana and Hiram Morgan Hill, or its significant Stick/Eastlake-style architecture. The project would not cause a substantial adverse change in the significance of the resource because project activities would not materially impair characteristics that qualify it for listing in the CRHR. There would be no impact under CEQA for Alternatives 1 and 3. Therefore, CEQA does not require mitigation.

Under Alternative 2, no project components would occur within the historical resource boundary. While construction of the HSR embankment adjacent to the legal parcel containing Villa Mira Monte would change the resource's broader setting, the extensive construction of residential development in the vicinity of the resource has already compromised its setting. The HSR embankment would therefore not reduce aspects of the resource's integrity that currently contribute to its significance. While the HSR embankment would be visible from Villa Mira Monte, it would not hinder the resource's ability to convey its era of construction, associations with Diana and Hiram Morgan Hill, and distinctive and refined architectural style. The project would not cause a substantial adverse change in the significance of the resource because construction of

the HSR embankment would not materially impair characteristics that qualify it for listing in the CRHR. The impact would be less than significant under CEQA for Alternative 2. Therefore, CEQA does not require mitigation.

Under Alternative 4, the introduction of the HSR right-of-way and OCS poles within the existing Caltrain right-of-way, as well as the use of a limited and currently vacant portion of the resource for temporary HSR access, would represent a minor change in the characteristics and setting of Villa Mira Monte. No character-defining features of the resource would be altered as a result of the temporary HSR access area within the resource boundary. The project would not cause a substantial adverse change in the significance of the resource because project activities would not materially impair characteristics that qualify it for listing in the CRHR. The impact would be less than significant under CEQA for Alternative 4. Therefore, CEQA does not require mitigation.

Section 106 Findings

Alternatives 1, 3, and 4 would not alter any of the characteristics that qualify Villa Mira Monte for inclusion in the NRHP. The integrity of the property would not be diminished; thus, Alternatives 1, 3, and 4 would have no effect on the property. Alternative 2 would result in changes to the broader setting of the property, but it would not alter setting characteristics that qualify Villa Mira Monte for inclusion in the NRHP. The integrity of the property would not be diminished, and Alternative 2 would have no adverse effect.

Church of Christ (Resource ID 2363)

Under Alternatives 1 and 3, no project activities would occur within proximity of the historic property. The HSR alignment would be built approximately 5,150 feet northeast of the Church of Christ.

Under Alternative 2 (Appendix 3.17-C, Figure 23), the HSR right-of-way would be introduced approximately 725 feet northeast of the Church of Christ, where it would be placed on retained fill approximately 10 feet high, with additional 27-foot-tall OCS poles. East Dunne Avenue, which is one city block south of the resource, would be lowered to pass underneath the HSR right-of-way; at the location of the HSR overcrossing, the East Dunne Avenue roadway would be approximately 25 feet below current grade level. This project activity would require roadwork at East Dunne Avenue east of Monterey Road, as well as at Depot Street, the streets that bound the south and east sides, respectively, of the legal parcel that contains the Church of Christ. The roadway work would extend into the legal parcel by a maximum distance of 45 feet along East Dunne Avenue and 35 feet along Depot Street. Surrounding the areas of proposed roadwork, areas designated as TCE would extend into the legal parcel. Although these project activities would occur within the legal parcel containing the Church of Christ, the proposed roadwork would remain approximately 350 feet south of and 500 feet east of the church building. Additionally, stormwater utilities would be relocated within the legal parcel adjacent to the intersection of East Dunne Avenue and Church Street, approximately 530 feet southwest of the Church of Christ.

Under Alternative 4 (Appendix 3.17-C, Figure 23), the HSR right-of-way would be blended with the Caltrain tracks in the existing Caltrain right-of-way, which are approximately 150 feet northeast of the legal parcel containing the Church of Christ, and approximately 650 feet northeast of the Church of Christ itself. OCS poles 27 feet tall would be installed within the Caltrain and HSR right-of-way. A quad gate would be introduced at the intersection of East Dunne Avenue and the HSR right-of-way, approximately 800 feet east of the Church of Christ.

CEQA Conclusion

Under Alternatives 1 and 3, no project components would be on or near the resource. The project would not cause a substantial adverse change in the significance of the resource because project components would not materially impair characteristics that qualify it for listing in the CRHR. There would be no impact under CEQA for Alternatives 1 and 3. Therefore, CEQA does not require mitigation.

Alternative 2 involves the lowering of East Dunne Avenue and Depot Street, which are adjacent to the legal parcel containing the Church of Christ, and the areas of roadway work would extend into this parcel along its northern and eastern edges. However, no project activities would physically alter the church building, which is at the western corner of the parcel and would be over 300 feet removed from any proposed roadway work. While Alternative 2 would change the

character of the streetscape of East Dunne Avenue, this work would be minimally discernible from the Church of Christ. Furthermore, the setting of the Church of Christ has previously been altered through the construction of the non-historic Morgan Hill Community and Cultural Center complex and adjacent parking lot, which fill most of the legal parcel containing the resource. Changes to the roadway along the far side of the city block containing the resource would not further diminish its integrity of setting and would not hinder its ability to express its architectural significance under CRHR Criteria C/3 as a distinguished example of an Arts and Crafts church. The project would not cause a substantial adverse change in the significance of the resource because the project would not materially impair characteristics that qualify the Church of Christ for listing in the CRHR. The impact would be less than significant under CEQA for Alternative 2. Therefore, CEQA does not require mitigation.

Alternative 4 would not change the character-defining features that allow the Church of Christ to express its architectural character as an early-20th-century community church building, which bestows the resource with significance under CRHR Criteria C/3. The project would not cause a substantial adverse change in the significance of the resource because project activities would not materially impair characteristics that qualify it for listing in the CRHR. There would be no impact under CEQA for Alternative 4. Therefore, CEQA does not require mitigation.

Section 106 Findings

Alternatives 1, 2, 3, and 4 would not alter any of the characteristics that qualify the Church of Christ for inclusion in the NRHP. The integrity of the property would not be diminished; thus, all four alternatives would have no effect on the property.

San Martin Winery (Resource ID 3001)

Under Alternatives 1 and 3 (Appendix 3.17-C, Figure 24), new HSR tracks on viaduct (35-foot-tall structure plus 27-foot-tall OCS poles) would be built on the current site of the historic building cluster and tree-lined drive, which are along the western edge of the historic property adjacent to the UPPR tracks and Monterey Road. Construction of the HSR viaduct would require demolition of these buildings and the drive, which are character-defining features of the resource. Areas designated as TCE would also be on the site of the historic building cluster. Any activities in support of construction of the project would be allowed in areas designated as TCE, including but not limited to materials staging, operation of construction equipment, and installation of protective fencing. A communication radio antenna would also be erected within the historic property boundary along South Street.

Under Alternative 2 (Appendix 3.17-C, Figure 24), new HSR tracks on an at-grade ballasted track on retained fill would be constructed on the current site of the historic building cluster and tree-lined drive, and would require demolition of the resource. A staging area would fill most of the historic property boundary, containing additional buildings and active vineyards. Areas designated as TCE would also be on the site of the historic building cluster. Any activities in support of construction of the project would be allowed in areas designated as TCE, including but not limited to materials staging, operation of construction equipment, and installation of protective fencing. As under Alternatives 1 and 3, a communication radio antenna would also be erected within the historic property boundary along South Street.

Under Alternative 4 (Appendix 3.17-C, Figure 24), the HSR right-of-way would be blended with the Caltrain tracks in the existing Caltrain right-of-way, which leads immediately adjacent to the western boundary of the historic property. Sections of the HSR right-of-way would be lowered 5 feet below grade on retained fill, and 27-foot-tall OCS poles would be installed within the HSR right-of-way. The HSR right-of-way would extend approximately 10 feet into the historic property boundary but would not overlap any character-defining features of the San Martin Winery. A retaining wall would be built along the lowered HSR right-of-way, inside the historic property boundary, and would extend approximately 3 feet above grade for a distance of approximately 250 feet. The retaining wall would transition to fill slope adjacent to the buildings within the San Martin Winery. An approximately 8-foot-tall chain-link security fence would be installed on top of the retaining wall. An area designated as TCE, as well as an OCS portal at the end of an OCS tension section, would extend approximately 20 feet into the historic property boundary; the TCE

would overlap portions of the contributing buildings in the San Martin Winery. Any activities in support of construction of the project would be allowed in areas designated as TCE, including but not limited to materials staging, operation of construction equipment, and installation of protective fencing. Construction activities within the boundaries of the TCE would have the potential to result in inadvertent damage to or demolition of the resource or its character-defining features. Under Alternative 4, the contractor would prepare a pre-construction conditions assessment of the San Martin Winery. Based on the condition of the resource, the contractor would then develop a plan for their protection. Protective measures would be in place prior to any construction activities (CUL-IAMF#6). Construction staff would be alerted of the need to avoid affecting any of these built resources in the reports completed for CUL-IAMF#6 and would be tasked with maintaining protective measures throughout construction (CUL-IAMF#2). An architectural historian would monitor the efficacy of the protective measures, as defined in the protection plan. Should any inadvertent damage occur during construction, the design-builder's qualified architectural historian, and if needed a structural engineer, would assess the damage and determine the best approach to repair the buildings, following the SOI's Standards for the Treatment of Historic Properties and in consultation with the Authority and the SHPO (CUL-IAMF#6 and CUL-IAMF#8). The contractor would prepare a BEMP prior to construction to detail the monitoring methods and process required for ground-disturbing activities within 1,000 feet of the property (CUL-IAMF#7). The contractor would implement these planning documents to put protective measures in place during construction (CUL-IAMF#8). After construction is complete, the TCE area would be returned to its pre-construction condition.

CEQA Conclusion

Under Alternatives 1, 2, and 3, the project would cause a substantial adverse change in the significance of the resource because demolition of the resource would materially impair characteristics that qualify it for listing in the CRHR. Therefore the impact would be significant under CEQA for Alternatives 1, 2, and 3. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Under Alternative 4, the placement of the HSR right-of-way within the existing Caltrain right-of-way, with additional OCS poles, would result in a change in the broader setting of the resource. The construction of a retaining wall extending 3 feet above grade with additional security fencing for a distance of approximately 350 feet within the resource boundary would introduce a new visual element near the resource's western edge, which is currently defined by the existing railroad right-of-way. Construction of the retaining wall may require the removal of vegetation along the western boundary of the resource but would not alter the character-defining trees that line the entry drive into the property, which are approximately 50 feet east of the HSR right-of-way. The retaining wall, security fencing, and OCS poles would introduce new features within the historical resource boundary, and the lowered HSR right-of-way would represent a noticeable change in the setting of the resource when viewed from nearby areas of the resource. These features, however, would stand near and reinforce the existing southwestern edge of the resource boundary, which is formed by the existing railroad right-of-way. Furthermore, these new elements would be screened from view from most areas of the historic property by the dense rows of existing trees lining the entry drive. Construction may occur within the resource boundary in order to build the retaining wall, but due to IAMFs implemented as part of the project buildings within the resource boundary would be returned to their pre-construction condition. The retaining wall would remain below eye level, and the security fencing would be visually permeable, such that these new elements would not separate the resource from the adjacent railroad right-of-way, which is an aspect of its immediate setting that contextualizes its historical significance. Furthermore, no project activities would interrupt the internal spatial relationships between the various contributing buildings, circulation, and vineyards, such that its significant character as a historic agricultural property and wine-producing facility could still be understood. The project would not cause a substantial adverse change in the significance of the resource because alterations to the resource's setting would not materially impair characteristics that qualify it for listing in the CRHR. The impact would be less than significant under CEQA for Alternative 4. Therefore, CEQA does not require mitigation.

Section 106 Findings

Alternatives 1, 2, and 3 would demolish the San Martin Winery and would destroy the characteristics that qualify the historic property for inclusion in the NRHP; thus, Alternatives 1, 2, and 3 would have an adverse effect. Alternative 4 would result in changes to the broader setting of the San Martin Winery but would not alter setting characteristics that qualify the property for inclusion in the NRHP. The integrity of the resource would not be diminished; thus, Alternative 4 would have no adverse effect.

Hoenck House (Resource ID 3210)

Alternative 1 (Appendix 3.17-C, Figure 25) would build a temporary precast site approximately 750 feet west of the Hoenck House. A temporary precast site is an industrial yard that accommodates a variety of functions, including concrete batching, storage of materials and beams, administrative buildings, and parking for heavy equipment and employees. The HSR right-of-way at Monterey Road would be approximately 1,700 feet west of the Hoenck House, consisting of track on viaduct approximately 30 feet above grade with additional 27-foot-tall OCS poles.

Under Alternative 2 (Appendix 3.17-C, Figure 25), the HSR right-of-way would be approximately 1,700 feet west of the Hoenck House, consisting of track on embankment approximately 25 feet above grade with additional 27-foot-tall OCS poles. The configuration of Cohansey Avenue would be altered where it approaches the HSR right-of-way; at its nearest point, the area of roadway reconfiguration would be approximately 1,165 feet west of the Hoenck House.

Under Alternative 3 (Appendix 3.17-C, Figure 25), the HSR right-of-way would be approximately 3,100 feet east of the Hoenck House, on the opposite side of US 101. Alternative 3 would also build a permanent road right-of-way approximately 2,000 feet east of the Hoenck House.

Under Alternative 4 (Appendix 3.17-C, Figure 25), the HSR right-of-way would be blended with the Caltrain tracks in the existing Caltrain right-of-way, which is approximately 1,700 feet southwest of the Hoenck House; 27-foot-tall OCS poles would be installed within the Caltrain and HSR right-of-way. A TPSS would be built immediately north of the intersection of Cohansey Avenue and the HSR right-of-way, and would be accessed from Cohansey Avenue on a new road. A quad gate would also be introduced where Cohansey Avenue crosses the HSR right-of-way. The TPSS would be surrounded by a temporary access area for HSR construction. At its nearest point, the temporary access area would be approximately 1,300 feet west of the Hoenck House, and the permanent access road and TPSS would lie approximately 1,500 feet west of the resource.

Under all four project alternatives, temporary pole work areas would surround two existing lattice steel towers near the northeast and southeast corners of the parcel that contains the Hoenck House; these areas would be used during the restringing of existing transmission or power line circuits. The nearer of the two temporary pole work areas to the Hoenck House would be approximately 180 feet east of the resource. The temporary pole work areas cover portions of orchards and additional open agricultural land within the parcel.

CEQA Conclusion

Alternatives 1, 2, 3, and 4 would not lead to the removal of any character-defining features that convey the Hoenck House's intact Queen Anne architecture. Upgrades to electrical infrastructure within and adjacent to the parcel would not occur within the historical resource boundary, and the project activities would not introduce any new features that would be substantially different in appearance and location from the electrical infrastructure currently in place. Under all four alternatives, the project would not cause a substantial adverse change in the significance of the resource because temporary changes in the Hoenck House's setting would not materially impair characteristics that qualify it for listing in the CRHR. There would be no impact under CEQA for Alternatives 1, 2, 3, and 4. Therefore, CEQA does not require mitigation.

Section 106 Findings

Alternatives 1, 2, 3, and 4 would not alter any of the characteristics that qualify the Hoenck House for inclusion in the NRHP. The integrity of the property would not be diminished; thus, all four alternatives would have no effect on the property.

Japanese School (Gilroy Grange) (Resource ID 3291)

Alternative 1 (Appendix 3.17-C, Figure 26) would introduce a cul-de-sac at Wheeler Street immediately north of the parcel that contains the Japanese School. Wheeler Street would be converted into a cul-de-sac slightly east of where it currently dead-ends to avoid conflict with the HSR right-of-way to the west. A TCE would surround the Wheeler Street roadwork and would extend into the legal parcel that contains the Japanese School. The area designated as TCE would approach but remain outside of the historical resource boundary. Any activities in support of construction of the project would be allowed in areas designated as TCE, including but not limited to materials staging, operation of construction equipment, and installation of protective fencing. After construction is complete, the TCE area would be returned to its pre-construction condition.

Also under Alternative 1, new HSR tracks on viaduct (40-foot structure plus 27-foot-tall OCS poles) would be approximately 40 feet west of the parcel in the location of an existing parking lot and adjacent warehouse building. The new viaduct would be approximately 70 feet from the rear façade of the resource.

Under Alternative 2 (Appendix 3.17-C, Figure 26), Wheeler Street would be converted into a cul-de-sac north of the parcel, slightly east of where it currently dead-ends, to avoid conflict with the HSR right-of-way to the west. A TCE would be located north, south, and west of the parcel and would cross into the northwest corner of the parcel that contains the Japanese School. The area designated as TCE would approach but remain outside of the historical resource boundary. Any activities in support of construction of the project would be allowed in areas designated as TCE, including but not limited to materials staging, operation of construction equipment, and installation of protective fencing. After construction is complete, the TCE area would be returned to its pre-construction condition, and there would be no permanent change in the setting of the resource.

Also under Alternative 2, new HSR tracks on embankment would be approximately 20 feet southwest of the rear of the building addition on the west side in the location of an existing parking lot and adjacent warehouse building. The embankment would be approximately 20 feet above grade with 27-foot-tall OCS poles.

Under Alternative 3, the project footprint would not cross near the resource and would be approximately 5,500 feet away. No physical alteration of the resource or its setting would occur under Alternative 3.

Under Alternative 4 (Appendix 3.17-C, Figure 26), the HSR right-of-way would be blended with the Caltrain tracks in the existing Caltrain right-of-way, which lies approximately 325 feet southwest of the Japanese School; 27-foot-tall OCS poles would be installed within the Caltrain and HSR right-of-way. A new culvert would be built underneath the HSR right-of-way approximately 370 feet west of the resource.

CEQA Conclusion

Under Alternatives 1 and 2, the TCE, permanent roadwork at Wheeler Street, and HSR right-of-way (viaduct under Alternative 1 and embankment under Alternative 2) would be adjacent to the historical resource boundary but would not cause any physical changes to the resource's character-defining features. The new roadway and HSR viaduct would be visible elements within the setting of the Japanese School but would not eliminate the resource's ability to invoke its era of construction and associations with the Japanese-American community of Gilroy during the early 20th century. The project would not cause a substantial adverse change in the significance of the resource because alterations to the resource's setting would not materially impair characteristics that qualify it for listing in the CRHR. The impact would be less than significant under CEQA for Alternatives 1 and 2. Therefore, CEQA does not require mitigation.

Under Alternatives 3 and 4, the project would not cause a substantial adverse change in the significance of the resource because project activities would not materially impair characteristics that qualify it for listing in the CRHR. There would be no impact under CEQA for Alternatives 3 and 4. Therefore, CEQA does not require mitigation.

Section 106 Findings

Alternatives 1, 2, 3, and 4 would result in changes to the broader setting of the property but would not alter setting characteristics that qualify the property for inclusion in the NRHP. The integrity of the resource would not be diminished; thus, all four alternatives would have no adverse effect on the property.

IOOF Orphanage Home (Rebekah's School) (Resource ID 3402)

Project components associated with Alternative 1 (Appendix 3.17-C, Figure 28) would be present within the legal parcels that contain the IOOF Orphanage Home. A TCE would be located in the campus's existing parking lot and extend beyond the parcel to the north, into the IOOF Avenue right-of-way. The TCE would overlap several street trees in the tree lawn adjacent to IOOF Avenue near the western edge of the IOOF Orphanage Home campus. Any activities in support of construction of the project would be allowed in areas designated as TCE, including but not limited to materials staging, operation of construction equipment, and installation of protective fencing. Areas designated as TCE would be returned to pre-construction conditions following the completion of construction. The TCE would not overlap with any character-defining features of the resource. The permanent HSR right-of-way, which is elevated on a 45-foot viaduct structure with additional 27-foot-tall OCS poles, would be approximately 125 feet west of the western boundary of the historical resource. In addition, under Alternative 1 a utility high-voltage permanent easement would be in the Forest Street right-of-way, adjacent to the easternmost portion of the historical resource boundary. This feature would abut several of the property's character-defining features but would not physically alter them.

Under Alternative 2 (Appendix 3.17-C, Figure 28), a paved parking lot and turnaround would be placed near the western edge of the IOOF Orphanage campus. The footprint of the parking lot and turnaround would overlap the current parking lot and adjacent cluster of trees in this location, would encroach approximately 40 feet into the historical resource boundary, and would replace a portion of the lawn that comprises the western portion of the IOOF Orphanage Home campus. The IOOF Avenue roadway would be lowered approximately 16 feet where it crosses underneath the HSR right-of-way. The area of work associated with the lowered roadway overlaps street trees that currently line IOOF Avenue, which are character-defining features of the resource's landscape, and encroaches within the historical resource boundary. Furthermore, a drainage pump station, with a footprint measuring approximately 70 feet by 70 feet, would be built on the campus lawn adjacent to the new turnaround (which is identified as a character-defining feature of the resource) and would be entirely within the historic property boundary.

In addition, the proposed parking lot, roadway, and drainage pump station would be lined by areas of TCE, which would encroach into the historical resource boundary on the west and north sides. Any activities in support of construction of the project would be allowed in areas designated as TCE, including but not limited to materials staging, operation of construction equipment, and installation of protective fencing. Areas designated as TCE would be returned to pre-construction conditions following the completion of construction. Also, if historic, character-defining trees within the TCE would be inadvertently damaged or require removal during construction, the project would replace the trees with like specimens. Over time, new trees would mature to match the general appearance of the historic trees that were removed.

Project components associated with Alternative 2 that would be located outside of the legal parcels that contain the IOOF Orphanage Home but within the setting of the resource would include the HSR right-of-way, constructed on ballasted track on embankment approximately 25 feet above grade, with additional 27-foot-tall OCS poles. New bridges would be built to allow the HSR right-of-way and UPRR to pass over the lowered IOOF Avenue roadway. Alternative 2 would also include the following project components, located outside the legal parcel boundary but in proximity: a utility high-voltage permanent easement in the existing Forest Street right-of-way, east of the historic property's eastern boundary; new UPRR right-of-way adjacent to the northwest corner of the legal parcel boundary; and utility relocation activities (stormwater canal right-of-way, water, electrical, telecommunications) in existing road and rail rights-of-way north and west of the legal parcel boundary.

Alternative 3 (Appendix 3.17-C, Figure 28) would include a utility high-voltage permanent easement immediately adjacent to the east side of the historic property boundary within the existing Forest Street right-of-way. The HSR right-of-way would be constructed approximately 5,500 feet to the northeast of the resource.

Under Alternative 4 (Appendix 3.17-C, Figure 28), the HSR right-of-way would be blended with the Caltrain tracks in the existing Caltrain right-of-way, which lies approximately 215 feet southwest of the historical resource; 27-foot-tall OCS poles would be installed within the Caltrain and HSR right-of-way. Quad gates would be installed where IOOF Avenue crosses the HSR right-of-way, and areas designated for temporary HSR construction access would be placed within IOOF Avenue as well as along the HSR right-of-way, where the access area would extend approximately 25 feet into the legal parcel that contains the western half of the IOOF Orphanage Home campus. As under Alternatives 1 and 3, Alternative 4 would place a utility high-voltage permanent easement in the Forest Street right-of-way, adjacent to the eastern boundary of the historical resource. No project activities implemented under Alternative 4 would extend into the historical resource boundary.

CEQA Conclusion

Under Alternative 1, project components would result in alterations to the resource's setting, but would not physically alter the character-defining features of the historical resource. The project would not cause a substantial adverse change in the significance of the resource because the altered setting would not materially impair characteristics that qualify the resource for listing in the CRHR. The impact would be less than significant under CEQA for Alternative 1. Therefore, CEQA does not require mitigation.

Under Alternative 2, the introduction of a new paved parking lot and turnaround would replace an existing parking lot and cluster of trees at the western corner of the campus, neither of which is considered to be a character-defining feature of the resource. The project footprint places a drainage pump station within the lawn of the resource, which is a historic feature of the IOOF Orphanage Home campus, and would disrupt the historic landscape character of the campus in a location currently characterized as open and undeveloped. In this location, the new drainage pump station would visually compete with the historic buildings within the campus, and would degrade the firm edge at the western boundary of the resource. Therefore, new project components would disrupt larger spatial or circulation relationships that define the IOOF Orphanage Home campus and would compromise the overall landscape and setting of the resource. The project would cause a substantial adverse change in the significance of the resource because the change to historic landscape features and the alteration to the resource's setting would materially impair characteristics that qualify it for listing in the CRHR. Therefore, the impact would be significant under CEQA for Alternative 2. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Under Alternatives 3 and 4, no project components would be located within the historical resource boundary, and the utilities' high-voltage permanent easement in the existing road right-of-way would not create a noticeable change in the setting of the resource. The project would not cause a substantial adverse change in the significance of the resource because project activities would not materially impair characteristics that qualify it for listing in the CRHR. There would be no impact under CEQA for Alternatives 3 and 4. Therefore, CEQA does not require mitigation.

Section 106 Findings

Alternatives 1, 3, and 4 would not alter any of the characteristics that qualify the IOOF Orphanage Home for inclusion in the NRHP. The integrity of the property would not be diminished; thus, Alternatives 1, 3, and 4 would have no effect on the property. Alternative 2 would alter characteristics that qualify the IOOF Orphanage Home for inclusion in the NRHP by impairing its integrity of design, feeling, and setting; thus, Alternative 2 would have an adverse effect.

Gilroy City Hall (Resource ID 3439)

Under Alternative 1 (Appendix 3.17-C, Figure 29), the resource would be adjacent to TCEs on the south and east sides. Any activities in support of construction of the project would be allowed in areas

designated as TCE, including but not limited to materials staging, operation of construction equipment, and installation of protective fencing. The TCE would not extend into the parcel or overlap the resource boundary (which is limited to the building footprint), so the project would not physically affect the historic property. The TCE would be returned to its pre-construction condition after construction. The HSR viaduct (approximately 35 feet tall with additional 27-foot-tall OCS poles) would be constructed approximately 150 feet northeast of the resource, parallel to Monterey Road.

Under Alternative 2 (Appendix 3.17-C, Figure 29), a new road would be built adjacent to the historic property to the north and would require the demolition of the existing adjacent building. This change would introduce a new traffic lane adjacent to Gilroy City Hall and would physically separate the resource from the adjacent commercial district of which it is a prominent contributing feature.

Alternative 2 would also include improvement of a portion of the adjacent roadway and sidewalk along West Sixth Street approximately 15 feet from the southwest corner of the historic property boundary. This project activity would lower West Sixth Street to pass underneath the HSR right-of-way east of Gilroy City Hall. The roadwork would involve the construction of retaining walls along either side of West Sixth Street; the northern retaining wall would be approximately 12 feet from the south façade of the resource. This work would be limited to the existing public right-of-way, would not encroach into the historic property boundary, and would not cause physical alteration to the resource.

Alternative 2 would also include a TCE that encroaches over the eastern edge of the legal parcel containing the resource by approximately 14 feet. As under Alternative 1, any activities in support of construction of the project would be allowed in areas designated as TCE, including but not limited to materials staging, operation of construction equipment, and installation of protective fencing. The TCE at the eastern edge of the legal parcel would be in an area covered by an existing surface-level parking lot. The areas designated as TCE would be returned to their pre-construction condition after construction. The HSR embankment (approximately 25 feet tall with additional 27-foot-tall OCS poles) would be constructed approximately 140 feet northeast of the resource, parallel to Monterey Road.

Under Alternative 3, the project footprint would not cross near the resource, and the nearest project activity (a utility high-voltage easement) would be approximately 867 feet away. The HSR right-of-way would be constructed approximately 7,000 feet northeast of the resource. No physical alteration of the resource or its setting would occur under Alternative 3.

Under Alternative 4 (Appendix 3.17-C, Figure 29), the HSR right-of-way would be placed at grade approximately 95 feet east of the rear façade of Gilroy City Hall; 27-foot-tall OCS poles would be installed within the HSR right-of-way. Telecommunications utilities would be relocated within the West Sixth Street roadway, immediately adjacent to the resource to the south. However, the area in which utilities would be relocated would not overlap the historic resource boundary; following completion of the project, the current relationship of Gilroy City Hall and its adjacent roadway/sidewalk would be retained.

CEQA Conclusion

Under Alternative 1, the adjacent TCE work would be located outside the historical resource boundary, and no physical alteration of the resource or its immediate setting would occur. The proposed HSR viaduct approximately 150 feet away would introduce a new, visible element into the setting of Gilroy City Hall. However, this project component would not alter the resource's immediate setting and relationship with the downtown commercial district that lines Monterey Road, which is most important in conveying Gilroy City Hall's significant historic character as a prominent government building in central Gilroy. The project would not cause a substantial adverse change in the significance of the resource because the alteration to the resource's setting would not materially impair characteristics that qualify it for listing in the CRHR. The impact would be less than significant under CEQA for Alternative 1. Therefore, CEQA does not require mitigation.

Under Alternative 2, the introduction of new roadway to the north, demolition of the adjacent building, lowering of West Sixth Street to pass underneath the HSR right-of-way, and construction of below-grade retaining walls adjacent to the resource would alter the relationship of the resource

to its immediate setting within the surrounding commercial streetscape. However, no character-defining features of the resource that express its distinct hybrid of Period Revival architectural styles, which convey its significance under CRHR Criteria C/3, would be altered. Additionally, the resource would still be understood within its commercial context when viewed from adjacent properties, because it would continue to anchor the corner of the Monterey Street Downtown District. Furthermore, the HSR embankment would not alter the resource's relationship with the downtown commercial district that lines Monterey Road or its historic design as a prominent government building in central Gilroy. The project would not cause a substantial adverse change in the significance of the resource because the alteration to the resource's setting would not materially impair characteristics that qualify it for listing in the CRHR. The impact would be less than significant under CEQA for Alternative 2. Therefore, CEQA does not require mitigation.

Under Alternative 3, no project components would be located on or near the resource. The project would not cause a substantial adverse change in the significance of the resource because project activities would not materially impair characteristics that qualify it for listing in the CRHR. There would be no impact under CEQA for Alternative 3. Therefore, CEQA does not require mitigation.

Under Alternative 4, the placement of the HSR right-of-way at grade east of Gilroy City Hall and relocation of telecommunications utilities within the adjacent West Sixth Street roadway would not cause a substantial adverse change in the significance of the resource, because these project activities would represent a minor change in the resource's setting that would not materially impair characteristics that qualify it for listing in the CRHR. The impact would be less than significant under CEQA for Alternative 4. Therefore, CEQA does not require mitigation.

Section 106 Findings

Alternatives 1, 3, and 4 would not alter any of the characteristics that qualify the Gilroy City Hall for inclusion in the NRHP. The integrity of the property would not be diminished; thus, Alternatives 1, 3, and 4 would have no effect on the property. Alternative 2 would result in changes to the broader setting of the property, but it would not alter setting characteristics that qualify Gilroy City Hall for inclusion in the NRHP. The integrity of the property would not be diminished; thus Alternative 2 would have no adverse effect.

Live Oak Creamery (Resource ID 3458)

Under Alternative 1 (Appendix 3.17-C, Figure 30), the resource would be in the path of the permanent HSR right-of-way and would be demolished as a result of the project. New HSR tracks on viaduct would be built approximately 7 feet east of the current location of the resource. Under Alternative 1, the height of the viaduct structure would be approximately 30 feet, with additional 27-foot-tall OCS poles.

Under Alternative 2 (Appendix 3.17-C, Figure 30), the resource would be in the path of the permanent HSR right-of-way and would be demolished as a result of the project. New HSR tracks on an approximately 20-foot-high embankment, with additional 27-foot-tall OCS poles, would be built approximately 7 feet east of the current location of the resource.

Under Alternative 3, the project footprint would not cross near the resource. The nearest project activity (a utility high-voltage easement) would be approximately 742 feet away. No physical alteration of the resource or its setting would occur under Alternative 3.

Under Alternative 4 (Appendix 3.17-C, Figure 30), the resource would be in the path of the permanent HSR right-of-way and would be demolished as a result of the project. The HSR tracks would be placed at grade in this location.

CEQA Conclusion

Under Alternatives 1, 2, and 4, the project would cause a substantial adverse change in the significance of the resource because demolition of the Live Oak Creamery would materially impair characteristics that qualify it for listing in the CRHR. Therefore, the impact would be significant under CEQA for Alternatives 1, 2, and 4. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Under Alternative 3, no project components would be located on or near the resource. The project would not cause a substantial adverse change in the significance of the resource because project activities would not materially impair characteristics that qualify it for listing in the CRHR. There would be no impact under CEQA for Alternative 3. Therefore, CEQA does not require mitigation.

Section 106 Findings

Alternatives 1, 2, and 4 would demolish the Live Oak Creamery and would destroy the characteristics that qualify the property for inclusion in the NRHP; thus, Alternatives 1, 2, and 4 would have an adverse effect. Alternative 3 would not alter any of the characteristics that qualify the Live Oak Creamery for inclusion in the NRHP. The integrity of the property would not be diminished; thus, Alternative 3 would have no effect on the property.

Southern Pacific Train Station (Resource ID 3610)

Alternatives 1 and 2 (Appendix 3.17-C, Figure 32) include very similar features in relation to this resource. Alternatives 1 and 2 would retain the existing historic SPRR Train Station building adjacent to an open-access Caltrain platform. Under both of these alternatives, a new HSR station facility would be built in the Downtown Gilroy Station area. HSR station entrances would be built to provide access to a concourse leading beneath the Caltrain alignment and reaching the new raised HSR platforms. The project would build one entrance structure on the west side of the existing rail corridor (approximately 25 feet south of the existing station building) and another on the east side of the existing rail corridor. Introduction of the entrance on the west side would not result in any physical change to the existing historic station.

Under Alternative 1, the HSR right-of-way would enter the Downtown Gilroy Station area on viaduct elevated approximately 30 feet above grade with additional 27-foot-tall OCS poles. The HSR viaduct would be in the at-grade rail corridor east of the existing Caltrain and UPRR tracks and platforms, which would remain at grade. Raised platforms along the HSR viaduct would rise approximately 37 feet above grade. The overall width of the permanent HSR right-of-way would be expanded into areas (currently vacant) east of the historic property boundary to accommodate raised HSR station platforms, which would measure 800 feet in length.

Alternative 2 (Appendix 3.17-C, Figure 32) features a station design that is similar to the one proposed in Alternative 1. However, under Alternative 2 the HSR right-of-way would have ballasted track on embankment elevated approximately 15 feet above grade with additional 27-foot-tall OCS poles. The UPRR and Caltrain tracks and platforms would also be raised adjacent to the Downtown Gilroy Station to the same height as the HSR tracks. The HSR station facilities would be in the same location approximately 25 feet south of the SPRR Train Station as under Alternative 1. Under Alternative 2, Seventh Street would be lowered approximately 16 feet where it passes north of the station area in order to maintain street access underneath the HSR and UPRR/Caltrain embankment.

Introduction of an HSR station plaza, drop-off and pick-up areas, and station parking in vacant lots on the east side of the existing rail corridor would be included in Alternatives 1 and 2. Alternatives 1 and 2 would also include a TCE in the existing Monterey Road right-of-way (west of the historic property boundary), the current curved alignment of the East Seventh Street right-of-way (approximately 285 feet north of the historic property boundary).

Under Alternative 3, no project components or activities would be within proximity of the historic property. The HSR right-of-way would be placed approximately 7,250 feet northeast of the SPRR Train Station.

Under Alternative 4 (Appendix 3.17-C, Figure 32), HSR tracks would be blended with Caltrain tracks at grade within the Downtown Gilroy Station area; 27-foot-tall OCS poles would be installed within the Caltrain and HSR right-of-way. New HSR platforms would be placed at grade within the existing tracks area. The HSR station facility design would include new HSR station entrances leading to an undercrossing beneath the Caltrain, HSR, and UPRR tracks. The west station entrance would be approximately 100 feet south of the SPRR Train Station, and would have a smaller footprint than the entrances proposed under Alternatives 1 and 2. Furthermore, under this alternative the west station entrance's footprint would not extend west past the historic depot building.

While Alternatives 1, 2, and 4 would reuse the existing depot building, the station design under these alternatives has not yet been developed to the point that it is known what efforts would be undertaken to comply with the SOI's Standards for Rehabilitation, or what design guidelines would be employed to make new construction compatible with the character of the existing depot building. Under Alternatives 1, 2, and 4, the historic station building would be included in an area designated as TCE. Any activities in support of construction of the project would be allowed in areas designated as TCE, including but not limited to materials staging, operation of construction equipment, and installation of protective fencing. Construction activities within the boundaries of the TCE have the potential to result in inadvertent damage to or demolition of the resource or its character-defining features. The contractor would prepare a pre-construction conditions assessment of the resource, and, based on the condition the building, develop a plan for its protection; protective measures would be in place prior to any construction activities (CUL-IAMF#6). Construction staff would be informed of the need to avoid affecting this built resource, as well as tasked with maintaining protective measures throughout construction (CUL-IAMF#2). An architectural historian would monitor the efficacy of the protective measures, as defined in the protection plan. Should any inadvertent damage occur during construction, the contractor's qualified architectural historian, and if needed a structural engineer, would assess the damage and determine the best approach to repair the resource, following the SOI's Standards for the Treatment of Historic Properties and in consultation with the Authority and the SHPO (CUL-IAMF#6 and CUL-IAMF#8). The contractor would prepare a BEMP prior to construction to detail the monitoring methods and process required for ground-disturbing activities within 1,000 feet of the property (CUL-IAMF#7). The contractor would implement these planning documents to put protective measures in place during construction (CUL-IAMF#8). After construction is complete, areas of TCE would be returned to their pre-construction condition.

CEQA Conclusion

Alternatives 1 and 2 do not propose any changes to the historical resource, which is limited to the primary depot building of the SPRR Train Station. Inadvertent damage could occur within the TCE that crosses the resource. The scope of work within the TCE would include project features to protect the resource from inadvertent damage, and the TCE area would be returned to its original state upon completion of construction. While the new HSR station facilities, track, and systems for Alternatives 1 and 2, including raised HSR platforms and entrances to the HSR station, would result in alterations to the resource's setting, they would not physically alter the character-defining features of the SPRR Train Station. The west HSR station entrance would be in the proximity of the historic station building and may surpass the resource in terms of its height and overall visual impact. Details on the new station facility's architectural compatibility with the historical resource are not yet known. However, the existing station and proposed station facilities would not be physically integrated, and would be separated by a distance of approximately 25 feet. Construction of the adjacent HSR station facility and alterations to the rail tracks (including raising the UPRR and Caltrain tracks on embankment under Alternative 2) would not change any of the architectural features that imbue the resource with significance under Criteria C/3. While the open space around the historic station (on the west side of the existing rail corridor) would be reused for project components that include an HSR transit center, HSR station plazas, and HSR station drop-off and pick-up areas, these new uses are consistent with current use, would retain the open quality that currently exists, and would not substantially alter the setting, feeling, or association of the historic SPRR Train Station. The HSR station plaza, drop-off and pick-up areas, and station parking in vacant lots on the east side of the existing rail corridor would alter the resource's setting to an extent but would support the historic function of the station and, thus, its integrity of feeling and association that relate to the resource's historic significance under Criteria A/1. The project would not cause a substantial adverse change in the significance of the resource because alterations to the resource's setting would not materially impair characteristics that qualify it for listing in the CRHR. The impact would be less than significant under CEQA for Alternatives 1 and 2. Therefore, CEQA does not require mitigation.

Under Alternative 3, no project components would be located on or near the resource. The project would not cause a substantial adverse change in the significance of the resource because project

activities would not materially impair characteristics that qualify it for listing in the CRHR. There would be no impact under CEQA for Alternative 3. Therefore, CEQA does not require mitigation.

Under Alternative 4, alterations to the setting of the historical resource would be similar to those analyzed under Alternatives 1 and 2, although the new HSR station facility would have a smaller footprint and would be located farther away from the historic depot building, and would be set back to represent less of a competing element within the historical resource's immediate surroundings. Furthermore, Alternative 4 proposes to retain the at-grade track configuration of the station and would not involve any tracks raised on viaduct or on embankment. As a result, the resource's ability to convey its significance under Criteria A/1 and C/3 would not be impeded. The project would not cause a substantial adverse change in the significance of the resource because alterations to the resource's setting would not materially impair characteristics that qualify it for listing in the CRHR. The impact would be less than significant under CEQA for Alternative 4. Therefore, CEQA does not require mitigation.

Section 106 Findings

Alternatives 1, 2, and 4 would result in changes to the broader setting of the SPRR Train Station but would not alter setting characteristics that qualify the property for inclusion in the NRHP. Therefore, the property would still retain its integrity overall, and Alternatives 1, 2, and 4 would have no adverse effect. Alternative 3 would not alter any of the characteristics that qualify the SPRR Train Station for inclusion in the NRHP. The integrity of the property would not be diminished; thus, Alternative 3 would have no effect on the property.

Old Gilroy House (Resource ID 3855)

Under Alternatives 1, 2, and 4, the project footprint would not cross near the resource. The HSR right-of-way would be approximately 6,750 feet away. Under Alternatives 1 and 4, a permanent easement for high-voltage utilities would be placed in the alignment of State Route (SR) 152, approximately 850 feet south of the Old Gilroy House.

Under Alternative 3 (Appendix 3.17-C, Figure 34), HSR tracks on embankment approximately 20 feet above grade with additional 27-foot-tall OCS poles would be approximately 715 feet northeast of the Old Gilroy House. A new viaduct would be built over Llagas Creek, approximately 1,125 feet north of the resource, to accommodate the HSR right-of-way. The new HSR tracks would cross through agricultural fields in parcels that are adjacent to the resource. No project activities would occur within the historical resource boundary.

CEQA Conclusion

Under Alternatives 1, 2, and 4, no project components would be located on or near the resource. The project would not cause a substantial adverse change in the significance of the resource because project activities would not materially impair characteristics that qualify it for listing in the CRHR. There would be no impact under CEQA for Alternatives 1, 2, and 4. Therefore, CEQA does not require mitigation.

Under Alternative 3, the project would alter the setting of the resource by introducing a new HSR embankment across the adjacent agricultural fields that are part of the resource's historic setting. While the embankment would be visible from the resource, the Old Gilroy House's immediate setting of adjacent agricultural fields would remain intact. The resource would still be understood as an early and relatively intact rural property in southern Santa Clara County. The project would not cause a substantial adverse change in the significance of the resource because alterations to the resource's setting would not materially impair characteristics that qualify it for listing in the CRHR. The impact would be less than significant under CEQA for Alternative 3. Therefore, CEQA does not require mitigation.

Section 106 Findings

Alternatives 1, 2, and 4 would not alter any of the characteristics that qualify the Old Gilroy House for inclusion in the NRHP. The integrity of the property would not be diminished; thus, Alternatives 1, 2, and 4 would have no effect on the property. Alternative 3 would result in changes to the broader setting of the property but would not alter setting characteristics that qualify the property for inclusion in the NRHP. Therefore, the Old Gilroy House would still retain its integrity overall, and Alternative 3 would have no adverse effect.

San Ysidro Valley Presbyterian Church (Ricketts House) (Resource ID 3871)

Under Alternatives 1, 2, and 4, the project footprint would not cross near the resource. The HSR right-of-way would be approximately 8,200 feet away. Under Alternatives 1 and 4 (Appendix 3.17-C, Figure 35), a permanent easement for high-voltage utilities would be placed in the alignment of SR 152, approximately 410 feet south of the San Ysidro Valley Presbyterian Church.

Under Alternative 3 (Appendix 3.17-C, Figure 35), the HSR right-of-way would pass through the legal parcel that contains the San Ysidro Valley Presbyterian Church, and would be approximately 710 feet from the historic property boundary, which is the Carpenter Gothic–style residence and surrounding mature trees and lawn. The HSR right-of-way would overlap this parcel by a maximum distance of approximately 105 feet at the parcel's easternmost corner. At this location, the HSR would be ballasted track on embankment raised approximately 25 feet above grade, with additional 27-foot-tall OCS poles. A TCE would follow the southern edge of the HSR right-of-way and would also encroach within the legal parcel containing the resource. As under the other alternatives, Alternative 3 would include a permanent easement for high-voltage utility approximately located in the alignment of SR 152, approximately 410 feet south of the San Ysidro Valley Presbyterian Church. A fiber optic TCE would be approximately 340 feet south of the resource.

CEQA Conclusion

Under Alternatives 1, 2, and 4, no project components would be located within or proximate to the historical resource. The project would not cause a substantial adverse change in the significance of the resource because project activities would not materially impair characteristics that qualify it for listing in the CRHR. There would be no impact under CEQA for Alternatives 1, 2, and 4. Therefore, CEQA does not require mitigation.

Under Alternative 3, the project would alter the setting of the resource by introducing a new HSR embankment along the far edge of the agricultural fields adjacent to the resource. While the embankment would be visible from the resource, its immediate setting of agricultural fields would remain intact. No project activities would occur within the historical resource boundary, which is the footprint of the residence and surrounding landscape elements. The resource would still be understood as historically agricultural in feeling and association, such that it would continue to convey its association with the development of southern Santa Clara County and its ability to represent a good example of rural Carpenter Gothic Revival architecture. The project would not cause a substantial adverse change in the significance of the resource because alterations to the resource's setting would not materially impair characteristics that qualify it for listing in the CRHR. The impact would be less than significant under CEQA for Alternative 3. Therefore, CEQA does not require mitigation.

Section 106 Findings

Alternatives 1, 2, and 4 would not alter any of the characteristics that qualify the San Ysidro Valley Presbyterian Church for inclusion in the NRHP. The integrity of the property would not be diminished; thus, Alternatives 1, 2, and 4 would have no effect on the property.

Alternative 3 would result in changes to the broader setting of the property but would not alter setting characteristics that qualify the property for inclusion in the NRHP. Therefore, the property would still retain its integrity overall, and Alternative 3 would have no adverse effect.

Edwin Willson House and Barn (Resource ID 3882)

Under Alternatives 1, 2, and 4, the project footprint would not cross near the resource. The HSR right-of-way would be approximately 8,600 feet away. Under Alternatives 1 and 4 (Appendix 3.17-C, Figure 36), a permanent easement for high-voltage utilities would be placed in the alignment of SR 152, approximately 430 feet south of the Edwin Willson House and Barn.

Under Alternative 3 (Appendix 3.17-C, Figure 36), the HSR right-of-way would pass through the legal parcel that contains the Edwin Willson House and Barn, and would be approximately 270 feet northeast of the historical resource boundary. At this location, the HSR would be ballasted track on embankment raised approximately 25 feet above grade, with additional 27-foot-tall OCS poles. A TCE would follow the southern edge of the HSR right-of-way and would also encroach within the legal parcel that contains the resource. A fiber optic TCE would be within the Holsclaw Road right-of-way adjacent to the resource's southern corner. As under the other alternatives,

Alternative 3 includes a permanent easement for high-voltage utilities in the alignment of SR 152, approximately 430 feet south of the Edwin Willson House and Barn.

CEQA Conclusion

Under Alternatives 1, 2, and 4, no project components would be located within or proximate to the historical resource. The project would not cause a substantial adverse change in the significance of the resource because project activities would not materially impair characteristics that qualify it for listing in the CRHR. There would be no impact under CEQA for Alternatives 1, 2, and 4. Therefore, CEQA does not require mitigation.

Under Alternative 3, the new HSR embankment would be visible from the resource and would visually divide the resource from the expansive agricultural fields to the northeast. However, the resource's immediate setting of agricultural fields to the northwest would remain intact. Furthermore, the embankment would not encroach into the historical resource boundary and would not disrupt the relationship between the house and its associated barn, such that the resource would still be understood as historically agricultural in character. As a result, the resource would continue to convey its association with the development of the San Ysidro/Old Gilroy area and its ability to represent an ornate example of rural Queen Anne architecture. The project would not cause a substantial adverse change in the significance of the resource because alterations to the resource's setting would not materially impair characteristics that qualify it for listing in the CRHR. The impact would be less than significant under CEQA for Alternative 3. Therefore, CEQA does not require mitigation.

Section 106 Findings

Alternatives 1, 2, and 4 would not alter any of the characteristics that qualify the Edwin Willson House and Barn for inclusion in the NRHP. The integrity of the property would not be diminished; thus, Alternatives 1, 2, and 4 would have no effect on the property.

Alternative 3 would result in changes to the broader setting of the property but would not alter setting characteristics that qualify the property for inclusion in the NRHP. Therefore, the property would still retain its integrity overall, and Alternative 3 would have no adverse effect.

White/Sturla Ranch (Resource ID 3903)

Under Alternatives 1 and 4 (Appendix 3.17-C, Figure 37), a utility high-voltage permanent easement would be along the existing SR 152 roadway where utilities are present. The easement would be outside of the historic property boundary; all construction-related activities would be limited to the easement area and not allowed on the parcel. Under Alternative 2, the utility high-voltage permanent easement would terminate approximately 725 feet southeast of the White/Sturla Ranch and would not pass adjacent to the resource. Under Alternatives 1, 2, and 4, the HSR right-of-way would be built approximately 8,850 feet southwest of the resource.

Under Alternative 3 (Appendix 3.17-C, Figure 37), the HSR right-of-way would pass through the legal parcel that contains the White/Sturla Ranch, approximately 350 feet north of the historic property boundary. The HSR right-of-way would be built on an embankment approximately 26 feet high, with additional 27-foot-tall OCS poles. The intersection of Holsclaw Road and SR 152, located approximately 120 feet west of the resource, would be reconfigured under Alternative 3, as SR 152 would be shifted to the south. However, the roadways would remain at grade in this location. The reconfigured roadways would be surrounded by an area designated as TCE, which would encroach within the southwest corner of the parcel containing the White/Sturla Ranch. Any activities in support of construction of the project would be allowed in areas designated as TCE, including but not limited to materials staging, operation of construction equipment, and installation of protective fencing. After construction is complete, the TCE area would be returned to its pre-construction condition and there would be no permanent change in the setting of the resource. A fiber optic TCE would extend into the parcel along its southern boundary, but would be separated from the resource by approximately 45 feet and be underground.

CEQA Conclusion

Under Alternatives 1, 2, and 4, no project components would be located within the historical resource boundary. The project would not cause a substantial adverse change in the significance of the resource because project activities would not materially impair characteristics that qualify it

for listing in the CRHR. There would be no impact under CEQA for Alternatives 1, 2, and 4. Therefore, CEQA does not require mitigation.

Under Alternative 3, the new HSR embankment through the legal parcel containing the White/Sturla Ranch would be visible from the resource and would visually divide the resource from the undeveloped land that occupies the eastern portion of its legal parcel. However, the resource's setting has been previously diminished by other modern intrusions and is not recognized as a character-defining feature of the historical resource. The resource would continue to convey its era of construction and its historic architectural design. The project would not cause a substantial adverse change in the significance of the resource because alterations to the resource's setting would not materially impair characteristics that qualify it for listing in the CRHR. The impact would be less than significant under CEQA for Alternative 3. Therefore, CEQA does not require mitigation.

Section 106 Findings

Alternatives 1, 2, 3, and 4 would not alter any of the characteristics that qualify the White/Sturla Ranch for inclusion in the NRHP. The integrity of the property would not be diminished; thus, all four alternatives would have no effect on the property.

Horace Willson House (Resource ID 3906)

Under Alternatives 1, 2, and 4 (Appendix 3.17-C, Figure 38), no project activities would occur within the parcel. A permanent high-voltage utility easement would be placed within the SR 152/Pacheco Pass Highway right-of-way, adjacent to the parcel's northeast boundary. The easement would be outside of the historic property boundary, which is limited to the parcel. All construction-related activities would be limited to the easement area and not allowed on the parcel. The HSR right-of-way would be approximately 8,500 feet away from the resource under these alternatives.

Under Alternative 3 (Appendix 3.17-C, Figure 38), no project activities would occur within the parcel that contains the Horace Willson House. As under the other alternatives, a permanent high-voltage utility easement would be within the current SR 152 right-of-way. The HSR right-of-way (track on embankment approximately 25 feet above grade with additional 27-foot-tall OCS poles) and northwest end of the East Gilroy maintenance of way facility (MOWF) would be approximately 250 feet east of the parcel's east corner, in a location currently occupied by agricultural fields and SR 152. The HSR embankment and MOWF would be largely screened from view from within the historic property boundary by the dense band of trees along SR 152 that lines the northeast boundary of the parcel. Furthermore, under Alternative 3 the existing SR 152 would be realigned, so that the new road right-of-way would pass on an embankment through the agricultural fields adjacent to the southwest boundary of the parcel. These fields appear to have been a part of the 49-acre ranch that was associated with the historical resource during the mid-19th century. The slope of the embankment and TCE would begin approximately 210 feet southwest of the southwest boundary of the parcel, and the new location of SR 152 would be approximately 425 feet from the southwest boundary of the parcel. The section of embankment nearest the parcel would be approximately 45 feet above grade. The realigned SR 152 embankment would transition to a bridge approximately 75 feet above grade crossing over the MOWF; the bridge would be approximately 1,100 feet east of the subject parcel. The existing alignment of SR 152 adjacent to the parcel would remain, although it would terminate in a cul-de-sac approximately 240 feet east of the resource.

CEQA Conclusion

For Alternatives 1, 2, and 4, no project components would be located within or proximate to the historical resource. The project would not cause a substantial adverse change in the significance of the resource because project activities would not materially impair characteristics that qualify it for listing in the CRHR. There would be no impact under CEQA for Alternatives 1, 2, and 4. Therefore, CEQA does not require mitigation.

For Alternative 3, project activities would introduce several new features on land currently containing open fields, which support the agricultural setting of the Horace Willson House and Barn. The realigned SR 152 right-of-way on a raised embankment to the southwest and south of

the parcel would be visible from the rear of the Horace Willson House and Barn and would cross through agricultural fields that belonged to the ranch historically associated with the resource and that contribute to its historic agricultural setting. Although the proposed roadway and embankment would lower the resource's integrity of setting, feeling, and association to an extent, Alternative 3 would not undermine the Horace Willson House and Barn's ability to express its significant Gothic Revival architectural style (Criteria C/3), or the spatial relationships among the residences, outbuildings, and site features within the historic resource boundary that convey its significance as an early agricultural property in Old Gilroy (Criteria A/1) associated with the life of early settler Horace Willson (Criteria B/2). The project would not cause a substantial adverse change in the significance of the resource because alterations to the resource's setting would not materially impair characteristics that qualify it for listing in the CRHR. The impact would be less than significant under CEQA for Alternative 3. Therefore, CEQA does not require mitigation.

Section 106 Findings

Alternatives 1, 2, and 4 would not alter any of the characteristics that qualify the Horace Willson House for inclusion in the NRHP. The integrity of the property would not be diminished; thus, Alternatives 1, 2, and 4 would have no effect on the property. Alternative 3 would alter the agricultural setting of the Horace Willson House as described under the CEQA Conclusion section above. However, the diminishment of the property's setting would not be of a sufficient degree to prevent the property from conveying its historic and architectural significance under Criteria A/1, B/2, and C/3. Therefore, the property would still retain its integrity overall, and Alternative 3 would have no adverse effect.

Phegley House (Harrison/Clifton House) (Resource ID 3925)

Under Alternatives 1, 2, and 4 (Appendix 3.17-C, Figure 39), a utility high-voltage permanent easement would be located along the existing Frazier Lake Road roadway near the intersection with SR 152 where utilities are already present. While this easement would be immediately north of the property's northern boundary, the section of utility high-voltage permanent easement closest to the property (at the eastern corner) is not directly adjacent to the parcel boundary. All construction-related activities would be limited to the easement area and not allowed on the parcel. Under these alternatives, the HSR right-of-way would be approximately 8,600 feet southwest of the resource.

Alternative 3 (Appendix 3.17-C, Figure 39) would include a permanent HSR right-of-way approximately 210 feet northeast of the property's northeast boundary, adjacent to a large MOWF north of the HSR right-of-way that would be built approximately 380 feet northeast of the Phegley House. In addition, Alternative 3 would include an access road from SR 152 to the facility, built east of Pacheco Pass Highway.

Alternative 3 proposes a roadway grade separation that would support the realignment of SR 152 and construction of the HSR right-of-way (on 25-foot-tall embankment with 27-foot-tall OCS poles) and adjacent MOWF, which would be approximately 100 acres in size. The northern extent of the MOWF would lie approximately 100 feet northeast of the Phegley House. The grade separation would abut the southeast and southwest boundaries of the irregularly shaped agricultural parcel that contains the resource. A retaining wall would be introduced along the southeast and southwest boundaries of the parcel, such that regrading would not occur within the parcel boundaries. Where the road right-of-way is configured closest to the property's character-defining features, it is approximately 42 feet southeast of the tankhouse's south corner and approximately 136 feet southeast of the eastern corner of the residence's primary (northeast) façade. The raised roadway adjacent to the Phegley House would rise to a maximum height of approximately 80 feet; the area designated for regrading extends in a swath that varies in width, up to nearly 800 feet wide. Areas designated as TCE would be adjacent to the grade separation but would not encroach into the resource boundary. TCE areas may be used in a variety of ways, including but not limited to materials staging, operation of construction equipment, and installation of protective fencing. Any activities in support of construction of the project would be allowed in areas designated as TCE. While the project proposes TCEs would be returned to their pre-construction condition after construction is complete, alterations made as part of the roadway right-of-way (grade separation) in the same locations would be permanent, and potential impacts would continue to apply.

As part of Alternative 3, the Pacheco Pass Highway/SR 152 alignment would terminate in a cul-de-sac approximately 250 feet north of the resource, and access to the resource would be accommodated by a new driveway leading from the adjacent cul-de-sac. This project activity would occur within the existing road right-of-way and would not introduce any physical change to the property.

Alternative 3 would also include a utilities TCE located approximately 50 feet north of the property boundary. This TCE would allow activities that have the potential to result in physical damage to resources or their character-defining features. Similar to Alternatives 1 and 2, Alternative 3 would include a utility high-voltage permanent easement that would be located along the existing Frazier Lake Road near the intersection with SR 152 where utilities are present.

CEQA Conclusion

Under Alternatives 1, 2, and 4, no project components would be located within or proximate to the historical resource. The project would not cause a substantial adverse change in the significance of the resource because project activities would not materially impair characteristics that qualify it for listing in the CRHR. There would be no impact under CEQA for Alternatives 1, 2, and 4. Therefore, CEQA does not require mitigation.

Under Alternative 3, the HSR right-of-way, MOWF, and access road would occupy land currently containing open fields in the immediate vicinity of the Phegley House, which currently support the agricultural setting of the resource. Although the introduction of modern rail transportation infrastructure and roadway realignments would change the land use outside the resource's boundary and result in a visible change in the historic setting of the Phegley House, these changes would not undermine the resource's distinctive architectural style or the internal spatial relationships among the residence, tankhouse, yard, and trees within the historical resource boundary. The resource would remain a relatively intact homesite that would be discernible as a significant agricultural property dating from the earliest period of settlement of the San Ysidro Valley/Old Gilroy. The project would not cause a substantial adverse change in the significance of the resource because alterations to the resource's setting would not materially impair characteristics that qualify it for listing in the CRHR. The impact would be less than significant under CEQA for Alternative 3. Therefore, CEQA does not require mitigation.

Section 106 Findings

Alternatives 1, 2, and 4 would not alter any of the characteristics that qualify the Phegley House for inclusion in the NRHP. The integrity of the property would not be diminished; thus, Alternatives 1, 2, and 4 would have no effect on the property. Alternative 3 would result in changes to the broader setting of the property but would not alter setting characteristics that qualify it for inclusion in the NRHP. Therefore, the property would still retain its integrity overall, and Alternative 3 would have no adverse effect.

Ellis Ranch (Resource ID 3997)

Under all alternatives (Appendix 3.17-C, Figure 40), no project activities would occur in the parcel that contains the Ellis Ranch. Under Alternatives 1 and 2, a permanent high-voltage utility easement would be placed within the right-of-way of Frazier Lake Road and Bloomfield Avenue, alongside the parcel's northeast and southeast boundaries. Under Alternatives 3 and 4, the high-voltage utility easement would be located only in the Frazier Lake Road right-of-way. The easement would be outside the historic property boundary. All construction-related activities would be limited to the easement area and not allowed on the parcel.

Under Alternatives 1, 2, and 4, the HSR right-of-way would be approximately 6,500 feet southwest of the Ellis Ranch. Under Alternative 3, the HSR right-of-way for track on viaduct approximately 35 feet above grade with additional 27-foot-tall OCS poles would be approximately 2,220 feet northeast of the parcel's northeast boundary in a location currently occupied by open agricultural fields.

CEQA Conclusion

For Alternatives 1, 2, and 4, no project components would be located within the historical resource boundary, and the permanent high-voltage utility easement within the rights-of-way adjacent to the resource would not cause any sustained visual changes to the setting of the Ellis Ranch. The project would not cause a substantial adverse change in the significance of the resource because project activities would not materially impair characteristics that qualify it for listing in the CRHR. There would be no impact under CEQA for Alternatives 1, 2, and 4. Therefore, CEQA does not require mitigation.

For Alternative 3, no project activities would be located within the historical resource boundary or lead to the removal of any character-defining features that convey the Ellis Ranch's significance. The HSR embankment would be visible from the parcel, but would constitute a slight and distant change in the resource's setting, which would continue to be characterized by open agricultural fields on all sides. The project would not cause a substantial adverse change in the significance of the resource because alterations to the resource's setting would not materially impair characteristics that qualify it for listing in the CRHR. The impact would be less than significant under CEQA for Alternative 3. Therefore, CEQA does not require mitigation.

Section 106 Findings

All four alternatives would not alter any of the characteristics that qualify the Ellis Ranch for inclusion in the NRHP. The integrity of the property would not be diminished; thus, all four alternatives would have no effect on the property.

Millers Canal (Resource ID 4024)

Under Alternatives 1, 2, and 4 (Appendix 3.17-C, Figure 41), the HSR right-of-way would cross Millers Canal between SR 25 and Frazier Lake Road on viaduct approximately 40 feet above the bed of the canal, with additional 27-foot-tall OCS poles. On either side of the canal, the viaduct would be approximately 25 feet above grade. The piers and foundations supporting the viaduct would be located on either side of the earthen structure of the Millers Canal channel. An area designated as TCE would be placed within the canal alignment surrounding the HSR viaduct crossing. Any activities in support of construction of the project would be allowed in areas designated as TCE, including but not limited to materials staging, operation of construction equipment, and installation of protective fencing. Construction activities within the boundaries of the TCE would have the potential to result in inadvertent damage to or demolition of the resource or its character-defining features. Under all four alternatives, the contractor would prepare a pre-construction conditions assessment of the Millers Canal. Based on the condition of the resource,

the contractor would then develop a plan for their protection. Protective measures would be in place prior to any construction activities (CUL-IAMF#6). Construction staff would be alerted of the need to avoid affecting any of these built resources in the reports completed for CUL-IAMF#6 and would be tasked with maintaining protective measures throughout construction (CUL-IAMF#2). An architectural historian would monitor the efficacy of the protective measures, as defined in the protection plan. Should any inadvertent damage occur during construction, the design-builder's qualified architectural historian, and if needed a structural engineer, would assess the damage and determine the best approach to repair the buildings, following the SOI's Standards for the Treatment of Historic Properties and in consultation with the Authority and the SHPO (CUL-IAMF#6 and CUL-IAMF#8). The contractor would implement these planning documents to put protective measures in place during construction (CUL-IAMF#8). After construction is complete, the TCE area would be returned to its pre-construction condition.

Overhead electrical utilities would be installed underground approximately 45 feet northwest of the resource. Alternatives 1 and 2 would also place a temporary staging area approximately 90 feet northwest of the viaduct crossing over Millers Canal. A permanent access road would be built parallel to the northwest edge of the canal between the HSR right-of-way and Frazier Lake Road and would not overlap with the resource.

Under Alternative 3 (Appendix 3.17-C, Figure 41), the HSR right-of-way would cross Millers Canal approximately 4,450 feet northeast of Frazier Lake Road on a viaduct approximately 40 feet above the bed of the canal, with additional 27-foot-tall OCS poles. The viaduct would be approximately 25 feet above grade surrounding the canal. The piers and foundations supporting the viaduct would be located on either side of the Millers Canal channel. A stormwater canal TCE would be located within Millers Canal at the viaduct crossing, which would protect the canal from damage and support its continued use during the construction of the project. Alternative 3 would also include a new permanent bridge crossing Millers Canal at Lake Road, which is approximately 3,500 feet northeast of the HSR viaduct crossing. A temporary staging area would be placed at Lake Road, approximately 630 feet southeast of Millers Canal.

Under all alternatives, a permanent high-voltage utility easement would be placed within the current right-of-way of Frazier Lake Road, which crosses Millers Canal approximately 3,500 feet northeast of the HSR right-of-way crossing.

CEQA Conclusion

For all alternatives, piers and foundations supporting the HSR viaduct would not be placed within Millers Canal and would not involve changes to the earthen structure of the canal. Furthermore, measures incorporated into the project would return TCE areas to their pre-construction condition and would avoid inadvertent damage to or demolition of the resource. The new bridge crossing at Lake Road under Alternative 3 does not appear to involve substantial disruption or removal of the unlined earth that forms the bed of the canal. None of the project alternatives would physically alter the alignment or location of the canal. Furthermore, none of the alternatives would change the use of the resource as a seasonal water conveyance system, such that Millers Canal would continue to serve the same use that it has held since its period of significance and that has imbued the resource with historical significance. Because Millers Canal is 3.2 miles in length and leads primarily through rural Santa Clara County, each alternative would be a limited intrusion in the rural setting of the resource. The four alternatives would not change the setting of much of the resource's extent and would not eliminate its significant link to the Miller and Lux Company's role in the agricultural development of the Pajaro River floodplain during the late 19th century. The project would not cause a substantial adverse change in the significance of the resource because alterations to the resource's setting at one section of the canal would not materially impair characteristics that qualify it for listing in the CRHR. The impact would be less than significant under CEQA for Alternatives 1, 2, 3, and 4. Therefore, CEQA does not require mitigation.

Section 106 Findings

All four alternatives would not alter any of the characteristics that qualify the Millers Canal for inclusion in the NRHP. The integrity of the property would not be diminished; thus, all four alternatives would have no effect on the property.

Pacheco California Department of Forestry Station (Resource ID 4140)

Under Alternatives 1, 2, 3, and 4 (Appendix 3.17-C, Figure 43), the HSR right-of-way would be placed on an approximately 55-foot-tall viaduct, with additional 27-foot-tall OCS poles, approximately 980 feet southeast of the resource. Overhead electrical utilities would be located alongside Pacheco Pass Highway (SR 152) approximately 410 feet south of the resource. A new radio site and access road would be built approximately 1,150 feet southeast of the resource.

CEQA Conclusion

Under all alternatives, the project would alter the setting of the resource, primarily through construction of the HSR viaduct in clear view of the parcel containing the Pacheco California Department of Forestry (CDF) Station. Although the current, sparsely developed character of Pacheco Pass in the vicinity of the resource helps contextualize its significance as a rural fire station built by the Civilian Conservation Corps, the most important aspect of the resource's setting is Pacheco Pass Highway, which historically supported the station's function by providing a reliable transportation route for fire engines. While the HSR viaduct would be the first major intrusion into the setting of the resource, it would not physically separate the Pacheco CDF Station from the adjacent Pacheco Pass Highway, and the viaduct structure itself would be visually permeable underneath the HSR deck, such that sightlines between the resource and the surrounding hills of Pacheco Pass would not be entirely eliminated. The project would not cause a substantial adverse change in the significance of the resource because alterations to the resource's setting would not materially impair characteristics that qualify it for listing in the CRHR. The impact would be less than significant under CEQA for all four alternatives. Therefore, CEQA does not require mitigation.

Section 106 Findings

Alternatives 1, 2, 3, and 4 would result in changes to the broader setting of the property but would not alter setting characteristics that qualify the property for inclusion in the NRHP. Therefore, the property would still retain its integrity overall, and all four alternatives would have no adverse effect.

California Aqueduct (Resource ID 4214)

Under Alternatives 1, 2, 3, and 4 (Appendix 3.17-C, Figure 44), the HSR right-of-way would cross over the California Aqueduct and adjacent access roads on viaduct approximately 75 feet above the aqueduct, with additional 27-foot-tall OCS poles. The piers and foundations supporting the viaduct would be located on the land side of the levee structures and access roads that line the canal;, and thus, construction of the viaduct would not change the physical characteristics of the resource. West of the aqueduct, the HSR right-of-way would be located on ballasted track in a cut through the adjacent hill; east of the aqueduct, the HSR right-of-way would transition to ballasted track on embankment approximately 90 feet above grade.

Alternatives 1, 2, 3 and 4 would place an area designated as TCE surrounding the HSR right-of-way's crossing over the California Aqueduct. Any activities in support of construction of the project would be allowed in areas designated as TCE, including but not limited to materials staging, operation of construction equipment, and installation of protective fencing. Construction activities within the boundaries of the TCE may result in inadvertent damage to the resource or its character-defining features.

Under all four alternatives, the contractor would prepare a pre-construction conditions assessment of the California Aqueduct. Based on the condition of the resource, the contractor would then develop a plan for its protection. Protective measures would be in place prior to any construction activities (CUL-IAMF#6). Construction staff would be alerted of the need to avoid affecting any of these built resources in the reports completed for CUL-IAMF#6 and would be tasked with maintaining protective measures throughout construction (CUL-IAMF#2). An architectural historian would monitor the efficacy of the protective measures, as defined in the protection plan. Should any inadvertent damage occur during construction, the design-builder's qualified architectural historian, and if needed a structural engineer, would assess the damage and determine the best approach to repair the aqueduct, following the SOI's Standards for the Treatment of Historic Properties and in consultation with the Authority and the SHPO (CUL-IAMF#6 and CUL-IAMF#8). The contractor would implement these planning documents to put

protective measures in place during construction (CUL-IAMF#8). After construction is complete, the TCE area would be returned to its pre-construction condition. Additionally, overhead electrical utilities would be installed underground in the access road approximately 125 feet east of the California Aqueduct.

CEQA Conclusion

For Alternatives 1, 2, 3, and 4, features incorporated into the project would return TCE areas to pre-construction conditions and would avoid inadvertent damage to or demolition of the resource. None of the alternatives would physically alter the alignment or location of the aqueduct or change the use of the resource as a water conveyance system, such that the California Aqueduct would continue to serve the same function it has held since its period of significance and that imbues the resource with historical and design/engineering significance. Under all alternatives, the HSR right-of-way would be present within the setting of only a portion of the California Aqueduct, which in its entirety is more than 400 miles long and leads primarily through agricultural land in the Central Valley. Furthermore, the California Aqueduct currently features many roadway crossings across it that do not obscure the resource's design or historical function. The HSR right-of-way crossing over the California Aqueduct likewise would not diminish the resource's ability to express its significance. Alternatives 1, 2, 3, and 4 would not change the setting of most of the resource's extent and would not eliminate its significant link to agricultural production in California during the 20th century. The project would not cause a substantial adverse change in the significance of the resource because alterations to the resource's setting at one section of the aqueduct would not materially impair characteristics that qualify it for listing in the CRHR. The impact would be less than significant under CEQA for Alternatives 1, 2, 3, and 4. Therefore, CEQA does not require mitigation.

Section 106 Findings

All four alternatives would not alter any of the characteristics that qualify the California Aqueduct for inclusion in the NRHP. The integrity of the property would not be diminished; thus, all four alternatives would have no effect on the property.

Delta-Mendota Canal (Resource ID 4231)

Under Alternatives 1, 2, 3, and 4 (Appendix 3.17-C, Figure 45), the HSR right-of-way would cross over the Delta-Mendota Canal and adjacent access roads on viaduct approximately 75 feet above the canal, with additional 27-foot-tall OCS poles. On either side of the canal, the HSR right-of-way would transition to ballasted track on embankment approximately 75 feet above grade. The piers and foundations supporting the viaduct would be located on the land side of the levee structures and access roads that line the canal; thus, construction of the viaduct would not change the physical characteristics of the resource.

Under all alternatives, a stormwater canal TCE would be within the Delta-Mendota Canal at the viaduct crossing, which would protect the canal from damage and support its continued use during construction of the project. Any activities in support of construction of the project would be allowed in areas designated as TCE, including but not limited to materials staging, operation of construction equipment, and installation of protective fencing. Construction activities within the boundaries of the TCE would have the potential to result in inadvertent damage to or demolition of the resource or its character-defining features. Under all four alternatives, the contractor would prepare a pre-construction conditions assessment of the Delta-Mendota Canal. Based on the condition of the resource, the contractor would then develop a plan for its protection. Protective measures would be in place prior to any construction activities (CUL-IAMF#6). Construction staff would be alerted of the need to avoid affecting any of these built resources in the reports completed for CUL-IAMF#6 and would be tasked with maintaining protective measures throughout construction (CUL-IAMF#2). An architectural historian would monitor the efficacy of the protective measures, as defined in the protection plan. Should any inadvertent damage occur during construction, the design-builder's qualified architectural historian, and if needed a structural engineer, would assess the damage and determine the best approach to repair the canal, following the SOI's Standards for the Treatment of Historic Properties and in consultation with the Authority and the SHPO (CUL-IAMF#6 and CUL-IAMF#8). The contractor would implement these planning documents to put protective measures in place during construction

(CUL-IAMF#8). After construction is complete, the TCE area would be returned to its pre-construction condition. West of the Delta-Mendota Canal, the alignment of an existing stormwater drainage channel would be shifted slightly south and would continue to convey drainage that crosses the canal on an overcrossing.

CEQA Conclusion

For Alternatives 1, 2, 3, and 4, measures incorporated into the project would return the TCE area to its pre-construction condition and would avoid inadvertent damage to or demolition of the resource. None of the alternatives would physically alter the alignment or location of the canal or would change the use of the resource as a water conveyance system, such that the Delta-Mendota Canal would continue to serve the same function that it has held since its period of significance and that imbues the resource with historical and design/engineering significance. The slight realignment of the stormwater drainage channel adjacent to the Delta-Mendota Canal near the HSR right-of-way crossing would not physically alter any character-defining features of the resource. Under all alternatives, the HSR right-of-way would be present within the setting of a portion of the Delta-Mendota Canal, which in its entirety is 113 miles long and leads primarily through agricultural land in the Central Valley. Alternatives 1, 2, 3, and 4 would not change the setting of most of the resource's extent and would not eliminate its significant link to agricultural production in California during the 20th century. Furthermore, the Delta-Mendota Canal currently features many roadway crossings across it that do not obscure the resource's design or historical function. The HSR right-of-way crossing over the Delta-Mendota Canal likewise would not diminish the resource's ability to express its significance. The project would not cause a substantial adverse change in the significance of the resource because alterations to the resource's setting at one section of the canal would not materially impair characteristics that qualify it for listing in the CRHR. The impact would be less than significant under CEQA for Alternatives 1, 2, 3, and 4. Therefore, CEQA does not require mitigation.

Section 106 Findings

All four alternatives would not alter any of the characteristics that qualify the Delta-Mendota Canal for inclusion in the NRHP. The integrity of the property would not be diminished; thus, all four alternatives would have no effect on the property.

San Joaquin and Kings River—Main Canal (Resource ID 4272)

Under Alternatives 1, 2, and 3 (Appendix 3.17-C, Figure 46), the HSR right-of-way would cross over the San Joaquin and Kings River—Main Canal and adjacent access roads on viaduct approximately 50 feet above the canal, with additional 27-foot-tall OCS poles. The piers and foundations supporting the viaduct would be located on the land side of the levee structures, and outboard of Cherokee Road and Levee Road, which are located on either side of the canal. Construction of the viaduct would not change the physical characteristics of the resource.

A water protect-in-place TCE would be located within the San Joaquin and Kings River—Main Canal at the viaduct crossing. A TCE would surround the permanent HSR right-of-way, and would occupy the parcel southeast of the HSR overcrossing. Any activities in support of construction of the project would be allowed in areas designated as TCE, including but not limited to materials staging, operation of construction equipment, and installation of protective fencing. Construction activities within the boundaries of the TCE may result in inadvertent damage to or demolition of the resource or its character-defining features. Under all four alternatives, the contractor would prepare a pre-construction conditions assessment of the Main Canal. Based on the condition of the resource, the contractor would then develop a plan for its protection. Protective measures would be in place prior to any construction activities (CUL-IAMF#6). Construction staff would be alerted of the need to avoid affecting any of these built resources in the reports completed for CUL-IAMF#6 and would be tasked with maintaining protective measures throughout construction (CUL-IAMF#2). An architectural historian would monitor the efficacy of the protective measures, as defined in the protection plan. Should any inadvertent damage occur during construction, the design-builder's qualified architectural historian, and if needed a structural engineer, would assess the damage and determine the best approach to repair the canal, following the SOI's Standards for the Treatment of Historic Properties and in consultation with the Authority and the SHPO (CUL-IAMF#6 and CUL-IAMF#8). The contractor would implement these planning

documents to put protective measures in place during construction (CUL-IAMF#8). After construction is complete, the TCE area would be returned to its pre-construction condition. A permanent emergency access easement would also be located in the access road west of the canal, leading south approximately 1 mile before terminating north of West Henry Miller Avenue.

CEQA Conclusion

For Alternatives 1, 2, 3, and 4, the project would return the TCE area to its pre-construction condition and would avoid inadvertent damage or demolition of the resource. None of the alternatives would physically alter the alignment or location of the canal, or change the use of the resource as a water conveyance system, such that the Main Canal would continue to serve the same function that it has held since the period of significance and that imbues the resource with historical significance. Under all alternatives, the HSR right-of-way would be present within the setting of a portion of the San Joaquin and Kings River—Main Canal, which in its entirety is 80 miles long and leads primarily through rural Merced County. Alternatives 1, 2, 3, and 4 would not change the setting of most of the resource's extent and would not eliminate its significant link to the Miller and Lux Company's role in the agricultural development of the San Joaquin Valley during the late 19th and early 20th centuries. Furthermore, the canal currently features many roadway crossings across it that do not obscure the resource's design or historical function. The HSR right-of-way crossing over the San Joaquin and Kings River—Main Canal likewise would not diminish the resource's ability to express its significance. The project would not cause a substantial adverse change in the significance of the resource because alterations to the resource's setting at one section of the canal would not materially impair characteristics that qualify it for listing in the CRHR. The impact would be less than significant under CEQA for Alternatives 1, 2, 3, and 4. Therefore, CEQA does not require mitigation.

Section 106 Findings

All four alternatives would not alter any of the characteristics that qualify the San Joaquin and Kings River—Main Canal for inclusion in the NRHP. The integrity of the property would not be diminished; thus, all four alternatives would have no effect on the property.

Cottani Family Property (Resource ID 4302)

Under Alternatives 1, 2, 3, and 4 (Appendix 3.17-C, Figure 47), no project components would be introduced within the historic property boundary. The HSR right-of-way, a ballasted track on retained fill approximately 5 feet above grade in this location, would be approximately 335 feet north of the historic residence. West of the Cottani Family Property, Henry Miller Road would be realigned to pass over to the north side of the HSR right-of-way on a bridge. Where the realigned Henry Miller Road would pass north of the Cottani Family Property, it would be located on the far side of the HSR right-of-way, approximately 100 feet north of its current alignment. The Cottani Family Property would be accessed by a new roadway in the current alignment of Henry Miller Road that would terminate adjacent to the parcel containing the resource. A new permanent farm access easement would encroach slightly into the northeastern corner of the parcel that contains the resource. Additional project components that would be introduced north of the property include: an area designated as TCE adjacent to the legal parcel's northern boundary, removal of electrical utilities at the southern edge of Henry Miller Road, and relocation of overhead electrical utilities north of Henry Miller Road.

CEQA Conclusion

Under Alternatives 1, 2, 3, and 4, the project components would alter the setting of the resource. The HSR right-of-way would be visible from the resource, and Henry Miller Road (which historically provided access to the Cottani Family Property) would be realigned north of its current location. However, the project would not physically alter any of the historical resource's character-defining features and, thus, would not undermine the Cottani Family Property's integrity to the point that it would no longer express its significant Queen Anne architectural style. The retention of its overall massing, hipped roof form, canted bay at the primary façade, fenestration, and decorative elements would allow the resource to retain its integrity of design, materials, and workmanship, which are most important in conveying its significance under Criteria C/3. The project would not cause a substantial adverse change in the significance of the resource because alteration to the resource's setting would not materially impair characteristics that qualify it for

listing in the CRHR. The impact would be less than significant under CEQA for Alternatives 1, 2 3, and 4. Therefore, CEQA does not require mitigation.

Section 106 Findings

All four alternatives would result in changes to the broader setting of the property but would not alter setting characteristics that qualify the property for inclusion in the NRHP. Therefore, the property would still retain its integrity overall, and all four alternatives would have no adverse effect on the property.

Negra Ranch (Resource ID 4310)

Under Alternatives 1, 2, 3, and 4 (Appendix 3.17-C, Figure 48), new HSR tracks on viaduct (40-foot structure plus 27-foot-tall OCS poles) would be south of Henry Miller Road, opposite the roadway from the Negra Ranch. The HSR right-of-way would be approximately 90 feet south of the southern boundary of the historical resource, which is the legal parcel that contains the Negra Ranch.

All alternatives would place a TCE adjacent to the property's southern boundary, within the right-of-way of Henry Miller Road, and within Los Banos Creek adjacent to the southeast corner of the resource. Any activities in support of construction of the project would be allowed in areas designated as TCE, including but not limited to materials staging, operation of construction equipment, and installation of protective fencing. The TCE to the south would be outside the historic property boundary, and the TCE to the east would encroach several feet into the southeast corner of the historic property boundary but would not overlap any of the resource's character-defining features. After construction is complete, the TCE area would be returned to its pre-construction condition. Two irrigation ditches that flank Los Banos Creek would be relocated slightly to avoid conflict with the pier foundations supporting the HSR right-of-way's bridge over the creek. The nearest of these irrigation ditches would be approximately 50 feet southeast of the parcel's southeastern corner.

CEQA Conclusion

Under Alternatives 1, 2, 3, and 4, the introduction of an elevated viaduct adjacent to the Negra Ranch would produce a dramatic change in the resource's rural agricultural setting and would be the first major visual disruption to the resource. This alteration would undermine the resource's integrity of association and, thus, its ability to convey its significance under Criteria A/1 as an intact, early-20th-century agricultural property. The project would cause a substantial adverse change in the significance of the resource because construction of the HSR right-of-way and degradation of the resource's agricultural setting would materially impair characteristics that qualify it for listing in the CRHR. Therefore, the impact would be significant under CEQA for Alternatives 1, 2, 3, and 4. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Section 106 Findings

Alternatives 1, 2, 3, and 4 would alter characteristics that qualify the Negra Ranch for inclusion in the NRHP by impairing its integrity of setting and feeling; thus, all four alternatives would have an adverse effect.

Cozzi Family Property (Resource ID 4317)

Under Alternatives 1, 2, 3, and 4 (Appendix 3.17-C, Figure 49), new HSR tracks on viaduct (a 40-foot structure plus 27-foot-tall OCS poles) would pass through the parcel that contains the Cozzi Family Property and would be built directly over the resource. All alternatives would therefore require demolition of the Cozzi Family Property. The HSR right-of-way would be lined by areas designated as TCE. Any activities in support of construction of the project would be allowed in areas designated as TCE, including but not limited to materials staging, operation of construction equipment, and installation of protective fencing. Existing telecommunications utilities at the western edge of Badger Flat Road (approximately 225 feet east of the Cozzi Family Property) would be relocated to the eastern side of the road, where they would be co-located with electrical utilities.

CEQA Conclusion

Under Alternatives 1, 2, 3, and 4, the project would cause a substantial adverse change in the significance of the resource because demolition of the Cozzi Family Property would materially impair characteristics that qualify it for listing in the CRHR. Therefore, the impact would be

significant under CEQA for Alternatives 1, 2, 3, and 4. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Section 106 Findings

All four alternatives would demolish the Cozzi Family Property and would destroy the characteristics that qualify the property for inclusion in the NRHP; thus, all four alternatives would have an adverse effect.

705 Las Animas Avenue, Gilroy (Resource ID 4652)

Under Alternatives 1, 2, and 4, the project footprint would not cross near the residence at 705 Las Animas Avenue. The nearest project activity, a network upgrade to existing electrical infrastructure along an existing paved road on the opposite side of US 101, would be approximately 1,500 feet southwest of the residence at 705 Las Animas Avenue and would not be visible from the resource. Under Alternatives 1, 2, and 4, the HSR right-of-way would be approximately 3,650 feet west of the residence at 705 Las Animas Avenue.

Under Alternative 3 (Appendix 3.17-C, Figure 51), a permanent roadway right-of-way would be introduced adjacent to the northeast boundary of the parcel that contains the resource. This road right-of-way would lie outside the parcel in the current location of a dirt maintenance road. The roadway right-of-way would be built in the location of a barn approximately 120 feet east of the residence at 705 Las Animas Avenue. A TCE adjacent to the road right-of-way and in the Las Animas Avenue right-of-way would extend approximately 22 feet into the southeast corner of the parcel but would not overlap with the residence. After construction is complete, the TCE area would be returned to its pre-construction condition. Alternative 3 would construct the HSR right-of-way (track on embankment approximately 5 feet above grade) approximately 1,325 feet northeast of the 705 Las Animas Avenue residence. Also under Alternative 3, a temporary precast site would be adjacent to a segment of the HSR right-of-way and would be approximately 850 feet northeast of the 705 Las Animas Avenue residence. East of the subject parcel, Las Animas Avenue would be placed on an embankment to cross over the HSR right-of-way on a bridge. The bridge crossing would rise to a height of approximately 35 feet above grade. Construction of the embankment would require the demolition of two buildings along Las Animas Avenue within 400 feet of the southeast corner of the parcel.

CEQA Conclusion

For Alternatives 1, 2, and 4, no project activities would be located on or near the resource, and the project would not alter the resource or its setting. The project would not cause a substantial adverse change in the significance of the resource because project components would not materially impair characteristics that qualify it for listing in the CRHR. There would be no impact under CEQA for Alternatives 1, 2, and 4. Therefore, CEQA does not require mitigation.

For Alternative 3, no project activities would lead to the removal of any character-defining features that convey the resource's significance. The Las Animas Avenue embankment, HSR right-of-way on 5-foot embankment, and bridge crossing would be visible from the residence at 705 Las Animas Avenue, and the demolition of the adjacent barn and construction of roadway right-of-way would diminish to an extent the immediate setting of the resource that contextualizes its significance as a stately rural residence. However, the residence would continue to be surrounded by open agricultural fields on all sides. Furthermore, no project activities under Alternative 3 would undermine the resource's embodiment of a Queen Anne–style rural residence. The retention of its overall massing, roof forms, cladding materials, window and door arrangements, and decorative elements would allow the resource to retain its integrity of design, materials, and workmanship, which are most important in conveying its significance under Criteria C/3. The project would not cause a substantial adverse change in the significance of the resource because alterations to the resource's setting would not materially impair characteristics that qualify it for listing in the CRHR. The impact would be less than significant under CEQA for Alternative 3. Therefore, CEQA does not require mitigation.

Section 106 Findings

Alternatives 1, 2, and 4 would not alter any of the characteristics that qualify the 705 Las Animas Avenue homesite for inclusion in the NRHP. The integrity of the property would not be diminished; thus, Alternatives 1, 2, and 4 would have no effect on the property. Alternative 3 would result in changes to the broader setting of the property but would not alter setting characteristics that qualify the property for inclusion in the NRHP. Therefore, the property would still retain its integrity overall, and Alternative 3 would have no adverse effect.

CEQA-Only Resources

Walnut Growers Association/Walnut Factory Lofts (Resource ID 0106)

Under Alternatives 1 and 4 (Appendix 3.17-C, Figure 3), the HSR right-of-way would be placed on blended HSR/Caltrain track at grade parallel to the northeast parcel boundary. OCS poles 27 feet tall would be installed in the Caltrain and HSR right-of-way. The HSR right-of-way would be approximately 20 feet from the northeast corner of the Santa Clara Walnut Growers Association building. No project activities would overlap any portion of the parcel. Also, under Alternative 4, a staging area would be placed in a vacant lot on the opposite side of the HSR right-of-way from the Walnut Growers Association building, approximately 85 feet northeast of the resource.

Under Alternatives 2 and 3 (Appendix 3.17-C, Figure 3), sewer utilities would be relocated within the northeast corner of the parcel but would not overlap the footprint of the Santa Clara Walnut Growers Association building. The HSR right-of-way would run parallel to the northeast parcel boundary, placed on viaduct approximately 50 feet above grade with additional 27-foot-tall OCS poles. The HSR right-of-way would be approximately 85 feet northeast of the Santa Clara Walnut Growers Association building, on the opposite side of the existing Caltrain right-of-way. A TCE would be placed in the Lafayette Street right-of-way, immediately west of the western parcel boundary and Walnut Growers Association building footprint. Any activities in support of construction of the project would be allowed in areas designated as TCE, including but not limited to upgrading of existing utilities, construction of new utilities, materials staging, operation of construction equipment, and installation of protective fencing. However, after construction is complete, the TCE area would be returned to its pre-construction condition.

CEQA Conclusion

For Alternatives 1 and 4, the blended HSR/Caltrain tracks at grade in the location of existing Caltrain tracks would introduce OCS poles in the setting of the resource. However, such a change would not disrupt the resource's historical relationship with the adjacent rail tracks, and would not diminish the resource's overall setting. Additional project components would not cause sustained changes within or adjacent to the Walnut Growers Association building. The project would not cause a substantial adverse change in the significance of the resource because project activities would not materially impair characteristics that qualify it as a CEQA resource. There would be no impact under CEQA for Alternatives 1 and 4. Therefore, CEQA does not require mitigation.

For Alternatives 2 and 3, no project activities on the Walnut Growers Association building would lead to the removal of any of the resource's character-defining features that convey the resource's significant past use as a nut processing facility. The HSR viaduct would be within the viewshed of the Walnut Growers Association building and would alter its setting to an extent; however, the project would not remove the resource's relationship with the adjacent at-grade track (currently occupied by the Caltrain right-of-way), which is associated with its historic use as an industrial nut processing facility. The project would not cause a substantial adverse change in the significance of the resource because alterations to the resource's setting would not materially impair characteristics that qualify it as a CEQA resource. The impact under CEQA would be less than significant for Alternatives 2 and 3. Therefore, CEQA does not require mitigation.

Sociedade do Espiritu Santo Hall (Resource ID 0111)

Under Alternatives 1 and 4, the HSR right-of-way would be placed on blended HSR/Caltrain track at grade approximately 900 feet northeast of the resource. OCS poles 27 feet tall would be installed in the Caltrain and HSR right-of-way. Areas of Caltrain right-of-way would line the HSR right-of-way. No project components would encroach within the historic resource boundary, which is the footprint of the Sociedade do Espiritu Santo (S.E.S.) Hall.

Under Alternatives 2 and 3 (Appendix 3.17-C, Figure 4), no project activities would occur within the parcel that contains the S.E.S. Hall. The HSR right-of-way would be approximately 1,000 feet northeast of the S.E.S. Hall, placed on viaduct approximately 50 feet above grade with additional 27-foot-tall OCS poles. A TCE would lead southwest from the HSR right-of-way along De La Cruz Boulevard and would continue along Lewis Street. The TCE at Lewis Street would extend approximately 10 feet into the parcel at the east half of its north edge. The TCE would not overlap the footprint of the S.E.S. Hall, which is the historic property boundary. Any activities in support of construction of the project would be allowed in areas designated as TCE, including but not limited to upgrading of existing utilities, construction of new utilities, materials staging, operation of construction equipment, and installation of protective fencing. After construction is complete, the TCE area would be returned to its pre-construction condition. The TCE area does not overlap any buildings or features that contribute to the significance of the resource. The De La Cruz Boulevard overpass, approximately 750 feet northeast of the S.E.S. Hall, would be replaced with an undercrossing.

CEQA Conclusion

For Alternatives 1 and 4, HSR tracks would be blended with Caltrain tracks at grade in the location of existing Caltrain tracks, which would not cause any sustained visual changes to the setting of the resource. The project would not cause a substantial adverse change in the significance of the resource because project activities would not materially impair characteristics that qualify it as a CEQA resource. There would be no impact under CEQA for Alternatives 1 and 4. Therefore, CEQA does not require mitigation.

For Alternatives 2 and 3, no project activities on or in the vicinity of the S.E.S. Hall would lead to the removal of any of the resource's character-defining features. Furthermore, the current location of the De La Cruz Boulevard overpass would be minimally visible from the S.E.S. Hall and would not alter the residential character of the resource's immediate setting where processions associated with the Festa do Divino Espirito Santo took place during the period of significance. Furthermore, the TCE extending into the parcel from Lewis Street would not create sustained changes to the resource. The project would not cause a substantial adverse change in the significance of the resource because alterations to the resource's setting would not materially impair characteristics that qualify it as a CEQA resource. The impact under CEQA would be less than significant for Alternatives 2 and 3. Therefore, CEQA does not require mitigation.

San Carlos Street Viaduct (Resource ID 0495)

Under Alternatives 1, 2, and 3 (Appendix 3.17-C, Figure 8), the HSR right-of-way would pass near the eastern end of the resource, east of the extant UPRR at-grade railbed that the resource crosses over. A new HSR viaduct would be built adjacent to the eastern abutment of the resource, with the new track approximately 60 feet above grade. The nearest support footings for the new viaduct piers would be approximately 150 feet southeast of and 125 feet north of the resource.

An area designated as a TCE would overlap the eastern portion of the resource. Any activities in support of construction of the project would be allowed in areas designated as TCE, including but not limited to materials staging, operation of construction equipment, and installation of protective fencing. Construction activities within the boundaries of the TCE have the potential to result in inadvertent damage to or demolition of the resource or its character-defining features. The contractor would prepare a pre-construction conditions assessment of the San Carlos Street Viaduct and, based on the condition of the structure, develop a plan for its protection; protective measures would be in place prior to any construction activities (CUL-IAMF#6). Construction staff would be informed of the need to avoid affecting this built resource and would be tasked with maintaining protective measures throughout construction (CUL-IAMF#2). An architectural historian would monitor the efficacy of the protective measures, as defined in the protection plan. Should any inadvertent damage occur during construction, the contractor's qualified architectural historian, and if needed a structural engineer, would assess the damage and determine the best approach to repair the San Carlos Street Viaduct, following the SOI's Standards for the Treatment of Historic Properties and in consultation with the Authority (CUL-IAMF#6 and CUL-IAMF#8). The contractor would prepare a BEMP prior to construction to detail the monitoring methods and process required for ground-disturbing activities within 1,000 feet of the property (CUL-IAMF#7).

The contractor would implement these planning documents to put protective measures in place during construction (CUL-IAMF#8). After construction is complete, areas of TCE would be returned to their pre-construction condition.

Under Alternative 4 (Appendix 3.17-C, Figure 8), the HSR right-of-way would be at grade and blended with the UPRR tracks in the existing UPRR right-of-way, which passes underneath the resource. OCS poles 27 feet tall would be installed in the HSR right-of-way. Alternative 4 would retain the San Carlos Street Viaduct.

CEQA Conclusion

For Alternatives 1, 2, and 3, no physical alteration of the San Carlos Street viaduct would occur. The project would not cause a substantial adverse change in the significance of the resource because construction of the adjacent HSR viaduct would not materially impair characteristics that qualify it as a CEQA resource. The impact under CEQA would be less than significant for Alternatives 1, 2, and 3. Therefore, CEQA does not require mitigation.

For Alternative 4, the San Carlos Street viaduct would be retained and would not require physical alteration to accommodate the at-grade HSR right-of-way blended with existing Caltrain tracks. The project would not cause a substantial adverse change in the significance of the resource because construction of the adjacent HSR viaduct would not materially impair characteristics that qualify it as a CEQA resource. The impact under CEQA would be less than significant for Alternative 4. Therefore, CEQA does not require mitigation.

75 South Autumn Street, San Jose (Resource ID 0566)

Under Alternatives 1, 2, 3, and 4 (Appendix 3.17-C, Figure 11), the parcel containing 75 South Autumn Street would lie within the path of a new roadway, where Crandall Street would be extended east to meet South Autumn Street. The residence would be demolished under each alternative to accommodate the new roadway and the vehicular circulation patterns proposed for the Diridon Station area.

Alternatives 1, 2, 3, and 4 would construct the HSR station platforms and right-of-way (75 feet above grade with additional 27-foot-tall OCS poles) approximately 450 feet west of 75 South Autumn Street. Under all four alternatives, the on-site transit center currently located north of the San Jose Diridon Station (consisting of paved surface bus parking lanes and waiting shelters) would be relocated to the Crandall Street and Stover Street rights-of-way, approximately 180 feet west of 75 South Autumn Street. Bike lanes would be placed within the Cahill Street right-of-way, approximately 400 feet west of the resource.

CEQA Conclusion

Under Alternatives 1, 2, 3, and 4, the project would cause a substantial adverse change in the significance of the resource because the resource would be demolished, which would materially impair characteristics that qualify it as a CEQA resource. Therefore, the impact under CEQA would be significant for all four project alternatives. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Coyote Grange Hall No. 412 (Resource ID 1805)

Under Alternatives 1 and 3 (Appendix 3.17-C, Figure 15), the permanent HSR right-of-way (approximately 50-foot-tall viaduct with additional 27-foot-tall OCS poles) would be introduced in the existing Monterey Road right-of-way, approximately 30 feet from the building's primary façade. Under Alternatives 1 and 3, Monterey Road would be widened immediately west of the Coyote Grange Hall, which would place a new permanent road right-of-way 11 feet west of the resource. The proposed roadway would be slightly closer to the resource than the existing Monterey Road but would not encroach within the historical resource boundary, which is defined as the building footprint of the Coyote Grange Hall.

In addition, Alternatives 1 and 3 would include a TCE that aligns with the location of the widened Monterey Road. The area designated as TCE would not overlap the historic resource boundary. Any activities in support of construction of the project would be allowed in areas designated as TCE, including but not limited to upgrading of existing utilities, construction of new utilities, materials staging, operation of construction equipment, and installation of protective fencing. After construction is complete, areas designated as TCEs would be returned to their pre-construction condition.

Under Alternative 2 (Appendix 3.17-C, Figure 15), the permanent HSR right-of-way (ballasted track on retained fill, approximately at grade with additional 27-foot-tall OCS poles) would be introduced between the existing Monterey Road right-of-way and the UPRR right-of-way, which is located approximately 145 feet from the building's primary façade. Electrical and telecommunication utility lines would be relocated from the southwestern edge of Monterey Road and placed overhead on the northeastern edge of the roadway, which lies adjacent to the parcel's southwestern boundary. Utility relocation would not physically alter any features within the historical resource boundary.

Alternative 2 would also include an area designated as a TCE in the existing Monterey Road right-of-way. Like Alternatives 1 and 3, the TCE would not be in an area where it could result in physical damage to the resource.

Under Alternative 2, buildings on the far side of Monterey Road from the Coyote Grange Hall (106 feet west of the resource) would be demolished to accommodate the HSR right-of-way.

Under Alternative 4 (Appendix 3.17-C, Figure 15), the HSR right-of-way would be blended with the Caltrain tracks in the existing Caltrain right-of-way, approximately 230 feet southwest of the footprint of the Coyote Grange Hall. OCS poles 27 feet tall would be installed in the Caltrain and HSR right-of-way. Train control sites and associated access roads would be built adjacent to the HSR right-of-way approximately 235 feet west of, and 840 feet south of, the Coyote Grange Hall.

CEQA Conclusion

Under Alternatives 1 and 3, no project activities would physically alter any of the character-defining features within the historic resource boundary. The HSR viaduct and widened Monterey Road would alter the resource's setting by introducing an elevated and highly visible feature within the existing at-grade roadway immediately adjacent to the Coyote Grange Hall. However, the setting of the resource, which has previously been moved within its parcel and is primarily significant for its historic community function in Coyote, is not an essential factor in the Coyote Grange Hall's ability to convey its significance. The project would not cause a substantial adverse change in the significance of the resource because alterations to the resource's setting would not materially impair characteristics that qualify it as a CEQA resource. The impact under CEQA would be less than significant for Alternatives 1 and 3. Therefore, CEQA does not require mitigation.

Alternative 2 would introduce the at-grade HSR right-of-way adjacent to the existing at-grade rail corridor west of the historic property. This project feature would not physically alter any character-defining features and would not substantially alter the resource's setting. The demolition of existing buildings opposite the Coyote Grange Hall would alter the property's broader setting, but the setting of the resource, which has previously been moved within its site and is primarily significant for its historic community function in Coyote, is not an essential factor in the Coyote Grange Hall's ability to convey its significance. The project would not cause a substantial adverse change in the significance of the resource because alterations to the resource's setting would not materially impair characteristics that qualify it as a CEQA resource. The impact under CEQA would be less than significant for Alternative 2. Therefore, CEQA does not require mitigation.

Alternative 4 would not introduce any project activities within the historic resource boundary and would involve a limited change to the setting of the Coyote Grange Hall. The introduction of the HSR right-of-way at grade in the existing railroad right-of-way west of the resource would maintain the Coyote Grange Hall's relationship with this component of its setting, which contextualizes its historic function as a rural civic hall. The 27-foot-tall OCS poles and new train control sites would be placed sufficiently far from the resource not to substantially diminish the

resource's rural setting. The project would not cause a substantial adverse change in the significance of the resource because project activities would not materially impair characteristics that qualify it as a CEQA resource. There would be no impact under CEQA for Alternative 4. Therefore, CEQA does not require mitigation.

Coyote Depot Complex (Resource ID 1808)

Under Alternatives 1 and 3 (Appendix 3.17-C, Figure 16), the new HSR right-of-way would be built approximately 100 feet east of the Coyote Depot Complex, in the existing Monterey Road right-of-way, on a 50-foot-tall viaduct structure with additional 27-foot-tall OCS poles. Between the HSR right-of-way and the resource, Alternatives 1 and 3 would place new electrical utilities and a TCE. Any activities in support of construction of the project would be allowed in areas designated as TCE, including but not limited to materials staging, operation of construction equipment, and installation of protective fencing. After construction is complete, the TCE area would be returned to its pre-construction condition. No project activities would encroach into the legal parcel that contains the resource under Alternatives 1 and 3.

Under Alternative 2 (Appendix 3.17-C, Figure 16), new at-grade HSR tracks (ballasted track on retained fill) would be built over the current location of the Coyote Depot Complex and would require demolition of all contributing buildings: the depot, pumphouse, and water tower. An area designated as a TCE would also be located on the site of the resource. Any activities in support of construction of the project would be allowed in areas designated as TCE, including but not limited to materials staging, operation of construction equipment, and installation of protective fencing.

Under Alternative 4 (Appendix 3.17-C, Figure 16), the HSR right-of-way would be blended with the Caltrain tracks in the existing Caltrain right-of-way, approximately 20 feet southwest of the footprint of the Coyote Depot Complex. OCS poles 27 feet tall would be installed in the Caltrain and HSR right-of-way. Train control sites would be built approximately 250 feet northwest and 625 feet southeast of the resource. No project activities would occur within the parcel containing the resource.

CEQA Conclusion

Under Alternatives 1 and 3, the introduction of the viaduct and electrical utilities east of the Coyote Depot Complex would not physically alter the resource or alter the relationship of the historic depot to the adjacent rail tracks to the west, an important element of the resource's historic setting that contextualizes its historic function. Retention of all remaining character-defining features of the resource and the adjacent rail tracks would allow the Coyote Depot Complex to continue to convey its historic significance as a rare early rural railroad depot. The project would not cause a substantial adverse change in the significance of the resource because change in the Coyote Depot Complex's setting would not materially impair characteristics that qualify it as a CEQA resource. There would be no impact under CEQA for Alternatives 1 and 3. Therefore, CEQA does not require mitigation.

Under Alternative 2, the project would cause a substantial adverse change in the significance of the resource because the resource would be demolished, which would materially impair characteristics that qualify it as a CEQA resource. Therefore, the impact under CEQA would be significant for Alternative 2. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Alternative 4 would not introduce any project activities within the historic resource boundary and would involve a limited change to the setting of the Coyote Depot Complex. The introduction of the HSR right-of-way at grade in the existing railroad right-of-way adjacent to the resource would introduce new OCS poles that would somewhat diminish the resource's rural setting; however, continued use of the adjacent at-grade tracks would maintain the Coyote Depot Complex's relationship with this component of its setting, which contextualizes its historic function as a rural railroad depot. The new train control sites to be built northwest and southeast of the resource would be placed sufficiently far from the resource not to substantially diminish the resource's rural setting. The project would not cause a substantial adverse change in the significance of the

resource because project activities would not materially impair characteristics that qualify it as a CEQA resource. There would be a less-than-significant impact under CEQA for Alternative 4. Therefore, CEQA does not require mitigation.

Tom Sugishita House (Resource ID 1837)

Under Alternatives 1 and 3 (Appendix 3.17-C, Figure 17), no construction activities would occur within the historical resource boundary. The HSR right-of-way (approximately 75 feet tall with additional 27-foot-tall OCS poles) would follow the current alignment of Monterey Road at grade, approximately 230 feet southwest of the resource. A staging area would be approximately 275 feet northwest of the resource, and a TCE would be approximately 230 feet south of the resource surrounding the interchange of Monterey Road and Bailey Avenue.

Under Alternative 2 (Appendix 3.17-C, Figure 17), no construction activities would occur within the resource boundary. The HSR right-of-way would follow the current alignment of Monterey Road at grade, approximately 230 feet southwest of the resource. The alignment of Monterey Road would be shifted to the east, so that it would be approximately 125 feet from the southwestern property boundary. A temporary staging area would also be adjacent to the southwestern boundary of the resource. A second staging area would be approximately 275 feet west of the resource.

Under Alternative 4 (Appendix 3.17-C, Figure 17), the HSR right-of-way would be blended with the Caltrain tracks in the existing Caltrain right-of-way, which is approximately 315 feet southwest of the historical resource boundary. OCS poles 27 feet tall would be installed in the Caltrain and HSR right-of-way. A wildlife crossing would be built underneath the blended HSR and Caltrain right-of-way approximately 500 feet west of the resource, and a train control site would be built west of the HSR right-of-way approximately 375 feet southwest of the south corner of the resource.

CEQA Conclusion

For Alternatives 1 and 3, no project components would be within the historical resource boundary. Construction of the HSR viaduct within the current Monterey Road right-of-way would result in a visible change in the historic setting of the Tom Sugishita House, yet these changes would not undermine the resource's architectural features or immediate agricultural setting of outbuildings and fields that are within the historic resource boundary. The resource would remain identifiable as an agricultural property dating to the early 20th century. The project would not cause a substantial adverse change in the significance of the resource because alterations to the resource's setting would not materially impair characteristics that qualify it as a CEQA resource. The impact under CEQA would be less than significant for Alternatives 1 and 3. Therefore, CEQA does not require mitigation.

For Alternative 2, no project components would be located within the historical resource boundary. Construction of the at-grade HSR right-of-way and relocation of the Monterey Road alignment nearer to the resource would result in a visible change in the historic setting of the Tom Sugishita House, yet these changes would not undermine the resource's architectural features or immediate agricultural setting of outbuildings and fields that are located within the historical resource boundary. The resource would remain identifiable as an agricultural property dating to the early 20th century. The project would not cause a substantial adverse change in the significance of the resource because alterations to the resource's setting would not materially impair characteristics that qualify it as a CEQA resource. The impact under CEQA would be less than significant for Alternative 2. Therefore, CEQA does not require mitigation.

For Alternative 4, no project components would be located within the historical resource boundary. The placement of the HSR right-of-way at grade in the existing railroad right-of-way west of the resource, along with the introduction of 27-foot-tall OCS poles and new train control sites, would not substantially diminish the resource's rural setting or interrupt any of the features within its boundaries that convey its historical agricultural character. The project would not cause a substantial adverse change in the significance of the resource because project activities would not materially impair characteristics that qualify it as a CEQA resource. There would be no impact under CEQA for Alternative 4. Therefore, CEQA does not require mitigation.

Cribari Winery (Resource ID 2044)

Under Alternatives 1 and 3, the HSR right-of-way would be approximately 4,400 feet northeast of the Cribari Winery. No project components would be near the resource.

Under Alternative 2 (Appendix 3.17-C, Figure 20), Monterey Road would be moved east in order to accommodate the HSR right-of-way (ballasted track on retained fill) within the current footprint of Monterey Road; a portion of the circa 1920 building on the parcel would be within the path of the shifted Monterey Road right-of-way. As a result of the project, the resource would be demolished. Furthermore, a new road right-of-way would cross through the parcel, leading east from Monterey Road to connect to the proposed Madrone Parkway undercrossing. An area designated as a TCE would also cover portions of the parcel that do not contain any features that contribute to the significance of the resource. Any activities in support of construction of the project would be allowed in areas designated as TCE, including but not limited to upgrading of existing utilities, construction of new utilities, materials staging, operation of construction equipment, and installation of protective fencing. No project activities would overlap with the circa 1998 to 2005 building located at the rear of the parcel.

Under Alternative 4 (Appendix 3.17-C, Figure 20), the HSR right-of-way would be blended with the Caltrain tracks in the existing Caltrain right-of-way, approximately 110 feet southwest of the historical resource boundary. OCS poles 27 feet tall would be installed in the Caltrain and HSR right-of-way. No other project activities would occur in the vicinity of the Cribari Winery.

CEQA Conclusion

Under Alternatives 1 and 3, no project components would be on or near the resource. The project would not cause a substantial adverse change in the significance of the resource because project components would not materially impair characteristics that qualify it as a CEQA resource. There would be no impact under CEQA for Alternatives 1 and 3. Therefore, CEQA does not require mitigation.

Under Alternative 2, the project would cause a substantial adverse change in the significance of the resource because demolition of the Cribari Winery would materially impair characteristics that qualify it as a CEQA resource. Therefore, the impact under CEQA would be significant for Alternative 2. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Under Alternative 4, no project components would be within the historical resource boundary. The placement of the HSR right-of-way at grade with 27-foot-tall OCS poles in the existing railroad right-of-way west of the resource would not alter any of the resource's character-defining features or substantially diminish the resource's current setting. The project would not cause a substantial adverse change in the significance of the resource because project activities would not materially impair characteristics that qualify it as a CEQA resource. There would be no impact under CEQA for Alternative 4. Therefore, CEQA does not require mitigation.

First National Bank of Gilroy Building (Resource ID 3395)

Under Alternative 1 (Appendix 3.17-C, Figure 27), no project activities would occur within the historical resource boundary. The HSR right-of-way would be placed on viaduct approximately 140 feet east of the resource. In this location, the viaduct would be approximately 35 feet above grade, with additional 27-foot-tall OCS poles. An area designated as a TCE would be between the HSR right-of-way and the city block containing the subject resource. The TCE would occupy the Martin Street right-of-way, which is adjacent to the northern boundary of the parcel containing the First National Bank of Gilroy Building, but would not overlap the historical resource boundary. Any activities in support of construction of the project would be allowed in areas designated as TCE, including but not limited to upgrading of existing utilities, construction of new utilities, materials staging, operation of construction equipment, and installation of protective fencing. However, after construction is complete, the TCE area would be returned to its pre-construction condition. Furthermore, telecommunications and electrical utilities would be relocated within the Martin Street right-of-way in a location approximately 90 feet northeast of the parcel. Following

construction of the HSR viaduct, Martin Street would remain open and would pass underneath the viaduct east of the resource.

Under Alternative 2 (Appendix 3.17-C, Figure 27), no project activities would occur within the historical resource boundary. The HSR right-of-way would be on embankment approximately 130 feet east of the resource. In this location, the embankment would be approximately 20 feet above grade, with additional 27-foot-tall OCS poles. An area designated as a TCE would be between the HSR right-of-way and the city block containing the subject resource. Martin Street would be converted to a pedestrian undercrossing at the HSR embankment. Furthermore, a TCE area would be within the Monterey Street and Martin Street rights-of-way—adjacent to the north and west boundaries of the parcel that contains the resource—but would not overlap the parcel. Any activities in support of construction of the project would be allowed in areas designated as TCE, including but not limited to upgrades of existing utilities, construction of new utilities, materials staging, operation of construction equipment, and installation of protective fencing. However, after construction is complete, the TCE area would be returned to its pre-construction condition. Additionally, the building at 7412 Monterey Street (Resource ID 3436), approximately 250 feet south of the First National Bank of Gilroy Building within the same city block, would be demolished under Alternative 2 to accommodate a new road right-of-way providing access to the parking lot east of Gilroy City Hall.

Under Alternative 3, the HSR right-of-way would be approximately 7,000 feet northeast of the First National Bank of Gilroy Building. The project activity occurring nearest to the resource would be a permanent high-voltage utility easement in the Forest Street right-of-way, approximately 940 feet east of the resource. No physical alteration of the resource or its setting would occur under Alternative 3.

Under Alternative 4 (Appendix 3.17-C, Figure 27), the HSR right-of-way would be blended with Caltrain tracks at grade approximately 90 feet east of the parcel containing the First National Bank of Gilroy Building. OCS poles 27 feet tall would be installed in the HSR right-of-way. Electrical and telecommunications utilities would be installed underground east of the HSR right-of-way.

CEQA Conclusion

For Alternative 1, no project components on or near the First National Bank of Gilroy Building would lead to the removal of any of the resource's character-defining features. The HSR viaduct would introduce a physical and visual boundary between downtown Gilroy and the residential neighborhood to the east; however, the raised viaduct would not be visible from the vantage point of the resource's front façade at Monterey Street, and it would not block all sightlines or existing traffic access along Martin Street. Furthermore, the TCE and relocated utilities within the Martin Street right-of-way would not create sustained changes to the resource's immediate setting, the downtown Gilroy commercial district. Although construction of the viaduct along the eastern edge of downtown Gilroy would lower the resource's integrity of setting and feeling to a limited extent, Alternative 1 would not separate the resource from its immediate physical context, which is composed of numerous other one- and two-story commercial buildings lining Monterey Street that were also constructed during the late 19th and early 20th centuries. Under Alternative 1, the resource would retain its massing, component volumes, and exterior materials and would remain clearly discernible as a component of Gilroy's "main street." The project would not cause a substantial adverse change in the significance of the resource because alteration of its setting would not materially impair characteristics that qualify it as a CEQA resource. The impact under CEQA would be less than significant for Alternative 1. Therefore, CEQA does not require mitigation.

For Alternative 2, no project components on or near the First National Bank of Gilroy Building would lead to the removal of any of the resource's character-defining features. The demolition of the building at 7412 Monterey Street, construction of the HSR embankment, and conversion of Martin Street to a pedestrian undercrossing would not eliminate the resource's historic setting. The HSR embankment would introduce a physical and visual boundary near the resource that would separate downtown Gilroy from the residential neighborhood to the east. However, the

embankment would not be visible from the vantage point of the resource's front façade at Monterey Street. Alternative 2 would eliminate visual relationships and traffic access from downtown Gilroy, but most of the resource's immediate physical context would remain because features are incorporated into the project to prevent permanent changes to the streetscape of the historic commercial district that contains the First National Bank of Gilroy Building. Therefore, the resource would retain most of its immediate setting of commercial buildings dating to the late 19th and early 20th centuries, which contextualizes its past commercial use and significance. Under Alternative 2, the resource would remain clearly discernible as a component of Gilroy's "main street." The project would not cause a substantial adverse change in the significance of the resource because alterations to the resource's setting would not materially impair characteristics that qualify it as a CEQA resource. The impact under CEQA would be less than significant for Alternative 2. Therefore, CEQA does not require mitigation.

For Alternative 3, no project components would be located on or near the resource. The project would not cause a substantial adverse change in the significance of the resource because project components would not materially impair characteristics that qualify it as a CEQA resource. There would be no impact under CEQA for Alternative 3. Therefore, CEQA does not require mitigation.

For Alternative 4, the introduction of HSR service in the existing Caltrain right-of-way east of the First National Bank of Gilroy Building would not alter any character-defining features of the resource and would involve minimal changes to its setting. New OCS poles in the HSR and Caltrain right-of-way would introduce new visible elements in the vicinity of the resource, but would reinforce the existing boundary behind the First National Bank of Gilroy Building that separates the city's downtown from adjacent residential neighborhoods. No project activities would separate the resource from the surrounding commercial district lining Monterey Road, which comprises its historic setting and contextualizes its past commercial use and significance. Under Alternative 4, the resource would remain clearly discernible as a component of Gilroy's "main street." The project would not cause a substantial adverse change in the significance of the resource because project components would not materially impair characteristics that qualify it as a CEQA resource. There would be no impact under CEQA for Alternative 4. Therefore, CEQA does not require mitigation.

St. Stephen's School (Resource ID 3586)

Under Alternative 1 (Appendix 3.17-C, Figure 31), the resource would be in the path of the permanent HSR viaduct (30 feet tall with additional 27-foot-tall OCS poles), resulting in the demolition of the two-story 1862 residence and at least five of the resource's 1930s-era bungalows. An ATC site would be near the northern edge of the parcel, approximately where the two-story residence and one bungalow currently stand. An access road would be located to the east of the ATC site, at the eastern edge of the parcel, extending past the parcel boundary. Underground stormwater utilities would be constructed to the northwest and within the northwest section of the parcel.

Under Alternative 2 (Appendix 3.17-C, Figure 31), the resource would be in the path of the permanent HSR right-of-way. New HSR ballasted tracks on an approximately 20-foot-high embankment, with OCS poles extending an additional 27 feet above the top of rail, would be constructed at the center of the parcel, resulting in the demolition of the two-story 1862 residence and at least six of the resource's 1930s-era bungalows. An ATC site would be located near the northern edge of the parcel, approximately where the two-story residence and one bungalow currently stand. An access road would be located to the east of the ATC site, at the eastern edge of the parcel, extending past the parcel boundary. Underground stormwater utilities would be constructed to the northwest and within the northwest section of the parcel.

Under Alternative 3, the HSR right-of-way would be approximately 6,800 feet northeast of St. Stephen's School. The project activity occurring nearest to the resource would be a permanent high-voltage utility easement in the Forest Street and East 6th Street rights-of-way, approximately 537 feet northeast of the resource. No physical alteration of the resource or its setting would occur under Alternative 3.

Under Alternative 4 (Appendix 3.17-C, Figure 31), the HSR right-of-way would be blended with Caltrain tracks at grade approximately 90 feet west of the parcel containing St. Stephen's School; OCS poles 27 feet tall would be installed in the HSR right-of-way. No project activities would occur within the parcel containing the resource. Quad gates would be installed at the Sixth Street crossing of the HSR and Caltrain right-of-way. Electrical and telecommunications utilities would be installed underground at Martin Street, which would be occupied by an area designated as a TCE.

CEQA Conclusion

Under Alternatives 1 and 2, the project would cause a substantial adverse change in the significance of the resource because demolition of St. Stephen's School would materially impair characteristics that qualify it as a CEQA resource. Therefore, the impact under CEQA would be significant for Alternatives 1 and 2. Mitigation measures to address this impact are identified in Section 3.17.10, CEQA Significance Conclusions. Section 3.17.8, Mitigation Measures, describes these measures in detail.

Under Alternative 3, no project components would be located on or near the resource. The project would not cause a substantial adverse change in the significance of the resource because project components would not materially impair characteristics that qualify it as a CEQA resource. There would be no impact under CEQA for Alternative 3. Therefore, CEQA does not require mitigation.

Under Alternative 4, the introduction of the HSR right-of-way blended with the existing Caltrain right-of-way and the construction of OCS poles and quad gates in the immediate vicinity of St. Stephen's School would result in minimal changes to the resource's setting. The project would not cause a substantial adverse change in the significance of the resource because project components would not materially impair characteristics that qualify it as a CEQA resource. There would be no impact under CEQA for Alternative 4. Therefore, CEQA does not require mitigation.

Furlong Farmhouse (Resource ID 3642)

Under Alternative 1 (Appendix 3.17-C, Figure 33), no project activities would occur within the historical resource boundary. The HSR right-of-way would follow the current alignment of Railroad Street. In this location, approximately 170 feet southwest of the Furlong Farmhouse, the HSR track would be placed on viaduct approximately 35 feet above grade, with additional 27-foot-tall OCS poles. Construction of a new access road and ATC sites adjacent to the HSR right-of-way would entail demolition of industrial buildings approximately 135 feet northwest of the Furlong Farmhouse. South of the resource, Old Gilroy Street would be realigned to abut a new HSR station parking lot, which would lie on the opposite side of Old Gilroy Street from the resource. It is anticipated that the driveway to the Furlong Farmhouse would be extended to the south to reach the realigned Old Gilroy Street. The HSR station and associated platforms would be approximately 150 feet southwest of the resource.

Under Alternative 2 (Appendix 3.17-C, Figure 33), the HSR right-of-way would be approximately 175 feet southwest of the resource, consisting of ballasted track on embankment approximately 20 feet above grade with additional 27-foot-tall OCS poles. An ATC site would be approximately 100 feet west of the resource. Alternative 2 would realign Old Gilroy Street to connect to East Seventh Street; both would be lowered as an undercrossing beneath the HSR embankment. An overhead electrical utility line would be placed near the southeast corner of the parcel containing the resource, approximately 30 feet south of the footprint of the Furlong Farmhouse. The driveway of the Furlong Farmhouse that currently exits onto Old Gilroy Road at the southern edge of the parcel would be extended to the south in order to reach the realigned East Seventh Street. As under Alternative 1, a new HSR station parking lot would lie on the south side of Old Gilroy Street opposite the resource. The HSR station and associated platforms would be approximately 150 feet southwest of the resource. The residence would also lie within an area designated as a TCE. Any activities in support of construction of the project would be allowed in areas designated as TCEs, including but not limited to materials staging, operation of construction equipment, and installation of protective fencing. Construction activities within the boundaries of the TCE may result in inadvertent damage to or demolition of the resource or its character-defining features.

The contractor would prepare a pre-construction conditions assessment of the resource and, based on the condition of the building, develop a plan for its protection; the measures would be in place prior to any construction activities (CUL-IAMF#6). Construction staff would be informed of the need to avoid affecting this built resource, as well as tasked with maintaining protective measures throughout construction (CUL-IAMF#2). An architectural historian would monitor the efficacy of the protective measures, as defined in the protection plan. Should any inadvertent damage occur during construction, the contractor's qualified architectural historian, and if needed a structural engineer, would assess the damage and determine the best approach to repair the building, following the SOI's Standards for the Treatment of Historic Properties and in consultation with the Authority (CUL-IAMF#6 and CUL-IAMF#8). The contractor would prepare a BEMP prior to construction to detail the monitoring methods and process required for ground-disturbing activities within 1,000 feet of the property (CUL-IAMF#7). The contractor would implement these planning documents to put protective measures in place during construction (CUL-IAMF#8). After construction is complete, the TCE area would be returned to its pre-construction condition.

Under Alternative 3, the HSR right-of-way would be approximately 6,600 feet northeast of the Furlong Farmhouse. The project activity occurring nearest to the resource would be a permanent high-voltage utility easement in the Forest Street and East 6th Street rights-of-way, approximately 600 feet northeast of the resource.

Under Alternative 4 (Appendix 3.17-C, Figure 33), the HSR right-of-way would be blended with Caltrain tracks at grade approximately 295 feet west of the parcel containing the Furlong Farmhouse. OCS poles 27 feet tall would be installed in the HSR right-of-way. No project activities would occur within the parcel containing the resource. As under Alternatives 1 and 2, Old Gilroy Street would be realigned, and it is anticipated that the driveway to the Furlong Farmhouse would be extended to meet the new location of the roadway. An area designated as a TCE would occupy the current Old Gilroy Street right-of-way.

CEQA Conclusion

For Alternative 1, no project activities on the Furlong Farmhouse would lead to the removal of any of the resource's character-defining features. The construction of the HSR viaduct approximately 170 feet southwest of the resource—as well as associated infrastructure—would replace industrial buildings that currently line Railroad Street and would introduce a physical and visual boundary between downtown Gilroy and the Furlong Farmhouse's residential neighborhood; however, the raised viaduct would not block all sightlines or existing traffic access along the realigned Old Gilroy Street. Although the realignment of Old Gilroy Street, extension of the parcel's current southern driveway and construction of the HSR viaduct and associated infrastructure would somewhat alter the streetscape and setting of the Furlong Farmhouse, this setting is not associated with the significance of the resource: the Furlong Farmhouse attained its significance as an early rural residence in the Gilroy area and was later moved to its current location in town. Furthermore, no project activities would overlap the parcel, and the TCE and relocated utilities within the Old Gilroy Street right-of-way would not create sustained changes to the resource's setting. The project would not cause a substantial adverse change in the significance of the resource because alterations to the resource's setting would not materially impair characteristics that qualify it as a CEQA resource. The impact under CEQA would be less than significant for Alternative 1. Therefore, CEQA does not require mitigation.

For Alternative 2, the project would prevent inadvertent damage or demolition to the resource, such that activities would not lead to the removal of any of the Furlong Farmhouse's character-defining features. Although the realignment of Old Gilroy Street, extension of the parcel's current southern driveway, and construction of the HSR embankment and associated infrastructure would somewhat alter the streetscape and setting of the Furlong Farmhouse, this setting is not associated with the significance of the resource as an early rural residence in the Gilroy area that was later moved to its current location in town. The project would not cause a substantial adverse change in the significance of the resource because alterations to the resource's setting would not materially impair characteristics that qualify as a CEQA resource. The impact under CEQA would be less than significant for Alternative 2. Therefore, CEQA does not require mitigation.

For Alternative 3, no project components would be located on or near the resource. The project would not cause a substantial adverse change in the significance of the resource because project components would not materially impair characteristics that qualify it as a CEQA resource. There would be no impact under CEQA for Alternative 3. Therefore, CEQA does not require mitigation.

Under Alternative 4, the introduction of the HSR right-of-way blended with the existing Caltrain right-of-way, the realignment of Old Gilroy Street, and the construction of OCS poles one block west of the Furlong Farmhouse would not result in discernible changes in the resource's setting. The project would not cause a substantial adverse change in the significance of the resource because project components would not materially impair characteristics that qualify it as a CEQA resource. There would be no impact under CEQA for Alternative 4. Therefore, CEQA does not require mitigation.

Casa del Rancho (Dunne House) (Resource ID 4100)

For Alternatives 1, 2, 3, and 4 (Appendix 3.17-C, Figure 42), the HSR right-of-way would be approximately 1,700 feet north of the northern resource boundary. Under all alternatives, the HSR tracks would be placed on embankment approximately 75 feet tall, with additional 27-foot-tall OCS poles. The HSR tracks would pass over San Felipe Road on viaduct. All alternatives would locate a staging area adjacent to San Felipe Road south of the HSR right-of-way; this project component would be approximately 1,100 feet north of the northern boundary of the resource. The alternatives would also involve relocated electrical utilities within or adjacent to the San Felipe Road right-of-way.

CEQA Conclusion

For Alternatives 1, 2, 3, and 4, no project activities would be located on the resource. The HSR right-of-way on embankment would introduce a new and visible element into the resource's primarily agricultural setting. However, the embankment would be located a sufficient distance away from Casa del Rancho so as not to separate the resource from agricultural fields immediately adjacent in all directions, and the resource would retain its setting and associations with the early settlement of south Santa Clara County. The project would not cause a substantial adverse change in the significance of the resource because the alteration to the resource's setting would not impair characteristics that qualify it as a CEQA resource. The impact under CEQA would be less than significant for Alternatives 1, 2, 3, and 4. Therefore, CEQA does not require mitigation.

Harold Hellwig Ironworks (Resource ID 4594)

Under Alternatives 1, 2, and 3 (Appendix 3.17-C, Figure 50), the parcel containing the Harold Hellwig Ironworks would lie within an area designated as a TCE. Any activities in support of construction of the project would be allowed in areas designated as TCE, including but not limited to materials staging, operation of construction equipment, and installation of protective fencing. Construction activities within the boundaries of the TCE may result in inadvertent damage to or demolition of the resource or its character-defining features. The contractor would prepare a pre-construction conditions assessment of the Harold Hellwig Ironworks and, based on the condition of the resource, develop a plan for its protection; the measures would be in place prior to any construction activities (CUL-IAMF#6). Construction staff would be informed of the need to avoid affecting this built resource, as well as tasked with maintaining protective measures throughout construction (CUL-IAMF#2). An architectural historian would monitor the efficacy of the protective measures, as defined in the protection plan. Should any inadvertent damage occur during construction, the contractor's qualified architectural historian, and if needed a structural engineer, would assess the damage and determine the best approach to repair the building, following the SOI's Standards for the Treatment of Historic Properties and in consultation with the Authority (CUL-IAMF#6 and CUL-IAMF#8). The contractor would prepare a BEMP prior to construction to detail the monitoring methods and process for ground-disturbing activities within 1,000 feet of the property (CUL-IAMF#7). The contractor would implement these planning documents to put protective measures in place during construction (CUL-IAMF#8). After construction is complete, the TCE area would be returned to its pre-construction condition.

Alternatives 1, 2, and 3 would build the HSR right-of-way (75 feet above grade with additional 27-foot-tall OCS poles) and raised HSR station platforms approximately 550 feet west of the Harold

Hellwig Ironworks. Electrical utilities would also be placed in the South Montgomery Street right-of-way approximately 35 feet west of the resource.

Under Alternative 4 (Appendix 3.17-C, Figure 51), the HSR right-of-way would be blended with Caltrain tracks at grade approximately 530 feet west of the parcel containing the Harold Hellwig Ironworks. OCS poles 27 feet tall would be installed in the HSR right-of-way. No project activities would occur within the parcel containing the resource. Telecommunications utilities would be relocated within South Montgomery Street, adjacent to the resource to the west. As under Alternatives 1, 2, and 3, the area west of the Harold Hellwig Ironworks would undergo improvements to accommodate HSR service, including new surface parking areas.

CEQA Conclusion

For Alternatives 1, 2, and 3, the project would avoid inadvertent damage to or demolition of the resource. The project would preserve the character-defining features that convey the Harold Hellwig Ironworks' distinctive industrial architecture—including its plan and massing formed by two attached volumes, exterior brick cladding and clay roof tiles, fenestration pattern, and decorative elements. The construction of the HSR viaduct and associated station improvements, as well as the demolition of the neighboring Sunlite Baking Company building, would create a limited disruption to the broader setting of the resource but would not overwhelm the resource's immediate setting of one- to two-story buildings. The project would not cause a substantial adverse change in the significance of the resource because the alteration to the resource's setting would not impair characteristics that qualify it as a CEQA resource. The impact under CEQA would be less than significant for Alternatives 1, 2, and 3. Therefore, CEQA does not require mitigation.

For Alternative 4, no project activities would alter the character-defining features of the Harold Hellwig Ironworks, and nearby station improvements as well as the demolition of the adjacent Sunlite Baking Company building would cause a limited change in the broader setting of the resource. The project would not cause a substantial adverse change in the significance of the resource because the alteration to the resource's setting would not impair characteristics that qualify it as a CEQA resource. The impact under CEQA would be less than significant for Alternative 4. Therefore, CEQA does not require mitigation.

Impact CUL#5: Noise and Vibration Impacts on Built Resources Caused by Construction Activities

Construction-related vibration impacts could cause permanent destruction or alteration of cultural resources that could affect the resource's ability to convey its historic significance. Section 3.4 presents the results of construction-related vibrations analysis in the project footprint and outside of the footprint within the APE.

The analysis of vibration impacts on historic built resources draws upon the methods and data used to analyze vibration impacts on all types of sensitive receptors, as presented in Section 3.4. The analysis of vibration impacts to cultural resources, however, is supported specifically by the methods used to assess the potential for construction-caused vibration to demolish or damage the physical characteristics that justify a historic built resource's inclusion in the NRHP, CRHR, and/or qualified local register. Vibration that may cause human annoyance does not necessarily relate to physical change in the built environment and, therefore, may not be relevant to an understanding of vibration impacts on historic built resources.

Construction of the project would involve demolition of existing built resources; clearing and grubbing; handling, storing, hauling, excavating, and placing fill; pile driving; modifications to structures, bridges, and roadways; utility upgrades and relocations; and new railbeds. Section 3.4.4, Methods for Evaluating Impacts, describes methodology for assessing vibration source levels from equipment expected to be used by contractors, estimated site layouts of equipment along the right-of-way, and distance from the construction operations to nearby vibration-sensitive receptors, including built resources; these three datasets are also factors for construction-related vibration impacts on historic built resources.

The FRA identified construction vibration damage criteria for determining damage assessments during construction of HSR programs. These criteria identify four types of building categories, which can be utilized when analyzing potential vibration impacts on historic built resources, and which rank from least to most susceptible to potential vibration damage:

1. Reinforced concrete, steel, or timber (no plaster)
2. Engineered concrete and masonry (no plaster)
3. Non-engineered timber and masonry buildings
4. Buildings extremely susceptible to vibration damage (FRA 2012)

The FRA guidance for vibration impact analysis does not recognize the aspects of integrity or character-defining features of a property when determining the potential vibration impact of project construction activities on historic properties. However, the vibration impact analysis does take into account a building's vibration response, or how a building's structure can either attenuate or amplify ground-borne vibration. As a result, increased vibration could affect the important aspects of integrity or character-defining features of a historic property, such that it may no longer convey its significance.

Building damage occurs when construction activities produce waves in the ground strong enough to cause cosmetic damage, structural damage, or both. The most likely source of damage from vibration during construction would occur where pile driving would take place close to historic properties (within 50 feet) (Authority 2019c).

The development of an MOA and BETP may identify historic properties/historical resources for where vibration impacts may be avoided through project features, which would minimize adverse effects resulting from construction. Such project features would include adjustment of construction methods to ensure that historic properties are not damaged or use of temporary stabilization techniques, such as the use of cast in drilled holes rather that pile driving near fragile resources. Preparation of a Plan for the Protection of Historic Built Resources and Repair of Inadvertent Damage, including a pre-condition assessment, would establish a baseline of the property's existing condition and identify structural deficiencies, if any. The discussion of modified project features would take into account the type of resource affected by vibration in order to provide the appropriate level of action.

Additionally, it should be noted that construction activities are also anticipated to temporarily increase noise levels within the vicinity of historic built resources. However, construction noise is not a permanent condition and would not irreversibly alter the significant qualities of a historic built resource's setting in a way that would diminish its integrity of setting, feeling, and association. As such, construction noise does not have the potential to adversely change any historic built resource and is not discussed further in this analysis.

NRHP/CRHR Listed or Eligible-for-Listing Resources

Santa Clara Railroad Historical Complex (Santa Clara Depot) (Resource ID 0141)

Under Alternatives 1 and 4, existing at-grade Caltrain tracks would be upgraded to accommodate blended Caltrain and HSR service, between 30 and 70 feet from the Depot and within 15–30 feet of the Control Tower. Under Alternatives 2 and 3 (Appendix 3.17-C, Figure 5), new HSR tracks on a 35-foot viaduct with additional 27-foot-tall OCS poles would be built in the current railroad right-of-way passing adjacent to, and to the north of, the Santa Clara Railroad Historical Complex. The centerline of the new tracks would be approximately 100 feet to the north of the Control Tower and Depot. The construction activities in the vicinity of this resource were thoroughly described in Impact CUL#4. TCEs would be within the property boundary of the Santa Clara Depot and adjacent to the boundary of the Control Tower. In the historic complex there are four contributing elements: the Depot, a Maintenance-of-Way Speeder Shed, Maintenance-of-Way Section Tool House, and Control Tower. The following project features would be incorporated for this resource: preparation of a pre-construction conditions assessment, plan for protection of historic built resources, and repair of inadvertent damage (CUL-IAMF#6); preparation of a BEMP (CUL-IAMF#7); and implementation of protection and/or stabilization measures (CUL-IAMF#8).

CEQA Conclusion

Under Alternatives 1 and 4, construction activities would not generate sufficient vibration to cause impacts on historical resources. There would be no impact under CEQA for Alternatives 1 and 4. Therefore, CEQA does not require mitigation.

Under Alternatives 2 and 3**,** construction activities have the potential to cause a substantial adverse change in the significance of the Santa Clara Railroad Historical Complex because pile driving within 50 feet of the historical resource could occur. As a result, character-defining features of this resource, such as roof shingles, siding, roof brackets, and windows, could be damaged by vibration.

Project features are in place to help protect the resource from inadvertent damage to the characteristics that qualify it for listing in the NRHP and CRHR (CUL-IAMF#6, CUL-IAMF#7, and CUL-IAMF#8). There would be no impact under CEQA for Alternatives 2 and 3. Therefore, CEQA does not require mitigation.

Section 106 Findings

Under Alternatives 1 and 4, the integrity of the materials, workmanship, and design that qualify the Santa Clara Railroad Historical Complex for listing in the NRHP would not be diminished. Therefore, Alternatives 1 and 4 would have no adverse effect under Section 106.

Alternatives 2 and 3 could alter characteristics that qualify the Santa Clara Railroad Historical Complex for inclusion in the NRHP. Character-defining features of this resource, such as roof shingles, siding, roof brackets, and windows, could be damaged by vibration. Project features are proposed that would help protect the characteristics that qualify the property for listing in the NRHP. Therefore, there would be no adverse effect for Alternatives 2 and 3.

Bellarmine College Preparatory and Polhemus House (Resource ID 0210)

The HSR right-of-way would be 800 feet northeast of the footprint of the house under Alternative 1, 750 feet northeast of the residence's footprint under Alternatives 2 and 3, and 650 feet away under Alternative 4. The construction activities in the vicinity of this resource were thoroughly described in Impact CUL#4.

This Dutch Colonial Revival–style residence is eligible for the NRHP/CRHR under Criterion C/3; character-defining features include the plan and profile, window style, roof pitch and profile, wood belt course, gabled portico supported by Tuscan columns, and wood clapboard siding.

CEQA Conclusion

Under all four alternatives, construction activities would occur more than 50 feet from the historic resource boundary and, thus, would have no vibration impact on the historical resource. There would be no impact under CEQA for all four alternatives. Therefore, CEQA does not require mitigation.

Section 106 Findings

All four alternatives would not alter characteristics that qualify the Polhemus House for inclusion in the NRHP, and the integrity of the property would not be diminished. All four alternatives would have no adverse effect.

623 Stockton Avenue, San Jose (Resource ID 0304)

Under Alternatives 1, 2, and 3, the HSR right-of-way would be approximately 750 feet northeast of this residence, adjacent to the current Caltrain right-of-way. Additionally, electrical utility lines would be placed overhead on poles adjacent to the Stockton Avenue roadway. Under Alternative 4, the HSR right-of-way would be blended with the existing Caltrain tracks, 425 feet northeast of the property. The construction activities in the vicinity of this resource were thoroughly described in Impact CUL#4. This cottage-style residence was designed in the Queen Anne style, which incorporates character-defining features such as the asymmetrical façade, varied exterior wall cladding and textures, and stained glass windows.

CEQA Conclusion

Under Alternatives 1, 2, and 3, construction activities would occur within 50 feet of the resource, but the installation of new electrical utility lines on poles is not anticipated to increase vibration

levels. The project would not cause a substantial adverse change in the significance of the resource because project activities would not materially impair characteristics that qualify it for listing in the NRHP/CRHR. There would be no impact under CEQA for Alternatives 1, 2, and 3. Therefore, CEQA does not require mitigation. Under Alternative 4, construction activities would occur more than 50 feet from the historical resource boundary and, thus, would have no vibration impact on the historical resource. There would be no impact under CEQA for all four alternatives. Therefore, CEQA does not require mitigation.

Section 106 Findings

Alternatives 1 through 4 would not alter the characteristics that qualify 623 Stockton Avenue for inclusion in the NRHP, and the integrity of the property would not be diminished. All four alternatives would have no adverse effect.

Southern Pacific Depot District (Hiram Cahill Depot/Diridon Station) (Resource ID 0497)

Alternatives 1, 2, and 3 would feature aerial viaducts elevated to approximately 65 feet and serviced by a four-track aerial station facility with elevated mezzanine-level concourse and two 30-foot-wide, 1,410-foot-long dedicated HSR platforms above the existing Caltrain tracks and platforms. A new HSR station facility would include multistory structures north, south, and west of the existing SPRR Depot (HSR station service building), and would be immediately adjacent to the west façade of the SPRR Depot. The construction activities in the vicinity of this resource were thoroughly described in Impact CUL#4. The NRHP-listed historic district comprises the depot, the Car Cleaner's Shack, iron fence, Santa Clara underpass, two butterfly sheds, and the train tracks within a 12.5-acre boundary. Character-defining features of the depot include the hipped roof with terra cotta tiles, multicolor tapestry brick in an English bond pattern cladding, and terra cotta appliques on the pilasters and side wing façades. Furthermore, the Beaux-Arts-style lights on the Santa Clara underpass are considered a character-defining feature of the district.

Under Alternatives 1, 2, and 3 pile-driving for the construction of aerial tracks would occur within 50 feet of the historical resource, which has the potential to cause damage to fragile materials, such as the terra cotta tiles, multicolor tapestry brick, and terra cotta appliques as a result of intermittent construction-related vibration. These materials are character-defining features of this Italian Renaissance Revival–style building. The following project features would be incorporated for this resource: preparation of a pre-construction conditions assessment, plan for protection of historic built resources, and repair of inadvertent damage (CUL-IAMF#6); preparation of a BEMP (CUL-IAMF#7); and implementation of protection and/or stabilization measures (CUL-IAMF#8).

Under Alternative 4, construction of the new HSR station facilities would involve the use of equipment in proximity to the contributing elements of the Southern Pacific Depot, such that those contributing elements would have the potential to experience damage caused by ground-borne vibration from construction. However, the project would involve the preparation of a pre-construction conditions assessment, plan for protection of historic built resources, and repair of inadvertent damage (CUL-IAMF#6); preparation of a BEMP (CUL-IAMF#7); and implementation of protection and/or stabilization measures (CUL-IAMF#8). The blended at-grade alignment would retain the Santa Clara underpass.

CEQA Conclusion

Under Alternatives 1 through 3, the project could cause a substantial adverse change in the significance of the resource because the construction activities would include pile driving within 50 feet of the historical resources, which has the potential to diminish those characteristics that qualify it for listing in the NRHP and CRHR. Project features are in place to help protect the resource from inadvertent damage to the characteristics that qualify it for listing in the NRHP and CRHR (CUL-IAMF#6, CUL-IAMF#7, and CUL-IAMF#8). There would be no significant impact under CEQA for Alternatives 1, 2, and 3. Therefore, CEQA does not require mitigation.

Under Alternative 4, although project activities have the potential to damage character-defining features of the resource, project features in place (CUL-IAMF#6, CUL-IAMF#7, and CUL-IAMF#8), would prevent inadvertent vibration-caused damage from occurring to the characteristics that qualify it for listing in the NRHP and CRHR. Alternative 4 would not cause a

substantial adverse change to the historical resource, and there would be no significant impact under CEQA. Therefore, CEQA does not require mitigation.

Section 106 Findings

Alternatives 1 through 4 include construction activities that would increase ground-borne vibration within 50 feet of contributing features of the historic property; this in turn could diminish the integrity of the district's materials, design, and workmanship. Project features are proposed that would help protect the characteristics that qualify the property for listing in the NRHP. Therefore, there would be no adverse effect for Alternatives 1 through 4.

Sunlite Baking Company (Resource ID 0522)

Alternatives 1 through 3 would build track on viaduct crossing through a portion of the resource, requiring its demolition. Under Alternative 4, the HSR right-of-way would be blended with the Caltrain tracks in the existing Caltrain right-of-way, approximately 50 feet south of the parcel that the building sits on. The construction activities in the vicinity of this resource were thoroughly described in Impact CUL#4. Sunlite Baking Company is an industrial-style building with character-defining features that represent elements of the Moderne style, including the smooth stucco siding, stepped entry with streamline canopy, window styles, and fluted pilasters separating the bays. The boundary of this historic property is restricted to the footprint of the building.

CEQA Conclusion

Under Alternatives 1 through 3, construction activities include the demolition of this historical resource, eliminating the possibility of having vibration impacts. There would be no impact under CEQA. Therefore, CEQA does not require mitigation. Under Alternative 4, the blended at-grade alignment would not cause a substantial adverse change to the historical resource because it would be more than 50 feet from the building. There would be no impact under CEQA. Therefore, CEQA does not require mitigation.

Section 106 Findings

Under Alternatives 1 through 3, this historic property would be demolished during the construction of the project, eliminating the possibility of having vibration impacts. There would be no effect under Section 106. Under Alternative 4, vibration related to construction would not have the potential to damage the character-defining features, because vibration-inducing activities would occur more than 50 feet from the historic property. Therefore, there would be no adverse effect under Section 106 for Alternative 4.

415 Illinois Avenue, San Jose (Resource ID 0585)

The property would be demolished under Alternatives 1, 2, and 3 to make way for the construction of an ATC site. Under Alternative 4, the HSR right-of-way would be blended with the Caltrain tracks in the existing Caltrain right-of-way, which is approximately 925 feet southwest of the parcel containing 415 Illinois Avenue. The construction activities in the vicinity of this resource were thoroughly described in Impact CUL#4.

CEQA Conclusion

Under Alternatives 1 through 3, construction activities include the demolition of this historical resource, eliminating the possibility of having vibration impacts. There would be no impact under CEQA. Therefore, CEQA does not require mitigation. Under Alternative 4, the blended at-grade alignment would not cause a substantial adverse change to the historical resource because it would be more than 50 feet from the building. There would be no impact under CEQA. Therefore, CEQA does not require mitigation.

Section 106 Findings

Under Alternatives 1 through 3, this historic property would be demolished during construction of the project, eliminating the possibility of having vibration impacts. There would be no effect under Section 106. Under Alternative 4, construction vibration would not have the potential to cause damage to the character-defining features because vibration-inducing activities would occur more than 50 feet from the historic property. Therefore, there would be no adverse effect under Section 106 for Alternative 4.

Pacific Intertie Transmission Line (Resource ID 1778)

Under Alternatives 1 and 3, the HSR right-of-way would be within the current Monterey Road alignment, which is crossed by one component of the linear resource. The transmission line would be protected in place during construction, and no physical alteration of the transmission line would occur during construction of the viaduct. Under Alternative 2, the HSR right-of-way would be at grade between the current Caltrain right-of-way and the Monterey Road alignment. Where the transmission line crosses that alignment, it would be protected in place. Under Alternative 4, the HSR right-of-way would be blended with the Caltrain tracks in the existing Caltrain right-of-way. The construction activities in the vicinity of this resource were thoroughly described in Impact CUL#4.

CEQA Conclusion

Under Alternatives 1 through 3, the linear resource would be protected in place, while no changes are expected to occur under Alternative 4. Therefore, no increased vibration related to construction would affect the historical property. There would be no impact under CEQA. Therefore, CEQA does not require mitigation.

Section 106 conclusion

Under Alternatives 1 through 3, the linear resource would be protected in place, while no changes are expected to occur under Alternative 4. No increased vibration related to construction would adversely affect the historical property. Therefore, there would be no adverse effect under Section 106.

Stevens/Fisher House (Resource ID 1863)

Under Alternatives 1 and 3, Monterey Road would be widened, bringing it to within 20 feet of the residence, with the HSR tracks 40 feet from the residence on a 30-foot-high viaduct. Under Alternative 2, the residence would be demolished. Under Alternative 4, the HSR right-of-way would be blended with the Caltrain tracks in the existing Caltrain right-of-way. The construction activities in the vicinity of this resource were thoroughly described in Impact CUL#4. The character-defining features of this resource include the plan and profile, wood trim, and fish-scale shingles and other wood elements such as the porch spindlework and brackets. The project would include pile driving within 50 feet of the historical resource, which has the potential to diminish those characteristics that qualify it for listing in the CRHR. The following project features would be incorporated for this resource: preparation of a pre-construction conditions assessment, plan for protection of historic built resources, and repair of inadvertent damage (CUL-IAMF#6); preparation of a BEMP (CUL-IAMF#7); and implementation of protection and/or stabilization measures (CUL-IAMF#8).

CEQA Conclusion

Under Alternatives 1 and 3, the placement of the 50-foot-tall viaduct adjacent to the resource would include pile driving for the viaduct supports, which would increase vibration in the immediate vicinity of the historic residence; this has the potential to alter the characteristics that qualify it for the NRHP and CRHR, such as the wood elements (fish-scale shingles and brackets). Project features are in place to help protect the resource from inadvertent damage to the characteristics that qualify it for listing in the NRHP and CRHR (CUL-IAMF#6, and CUL-IAMF#7, and CUL-IAMF#8). There would be no significant impact under CEQA for Alternatives 1 and 3. Therefore, CEQA does not require mitigation. Under Alternative 2, the historical resource would be demolished, eliminating the possibility of having vibration impacts. There would be no impact under CEQA. Therefore, CEQA does not require mitigation.

The blended at-grade alignment for Alternative 4 would not cause a substantial adverse change to the historical resource because there would be no vibration-inducing activities within 50 feet of the resource. There would be no impacts under CEQA for Alternative 4. Therefore, CEQA does not require mitigation.

Section 106 Findings

Under Alternatives 1 and 3, the placement of the 50-foot-tall viaduct adjacent to the resource would require construction activities that would increase vibration (pile driving), with the potential to alter the characteristics that qualify this historical property for the NRHP. Project features are

proposed that would help protect the characteristics that qualify the property for listing in the NRHP. Therefore, there would be no adverse effect for Alternatives 1 and 3. Under Alternative 2, the historical resource would be demolished, eliminating the possibility of having vibration impacts. There would be no effect under Section 106.

The blended at-grade alignment for Alternative 4 would not increase vibration in the immediate vicinity of the historic property, and the integrity of the property would not be diminished. Therefore, no adverse effect would occur under Section 106.

Barnhart House (Resource ID 1909)

Under Alternatives 1 and 3, the HSR right-of-way would pass along the southwest boundary of the parcel, approximately 50 feet from the front of the residence. At this location, the HSR would include track on a viaduct, with a height varying between 45 and 50 feet above grade. Under Alternative 2, the building would be demolished. Under Alternative 4, the HSR right-of-way would be blended with the Caltrain tracks in the existing Caltrain right-of-way. The construction activities in the vicinity of this resource were thoroughly described in Impact CUL#4. This residence is eligible for listing in the NRHP and listed in the CRHR for its profound display of the Craftsman, Prairie, and Colonial Revival styles, exemplified by the extensive arcaded porch, leaded windows, and exposed rafters. The historic boundary is restricted to the footprint of the building. The following project features would be incorporated into the project: preparation of a pre-construction conditions assessment, plan for protection of historic built resources, and repair of inadvertent damage (CUL-IAMF#6); preparation of a BEMP (CUL-IAMF#7); and implementation of protection and/or stabilization measures (CUL-IAMF#8).

CEQA Conclusion

Under Alternatives 1 and 3, the project could cause a substantial adverse change in the significance of the resource because the construction activities would include pile driving within 50 feet of the historical resources, which has the potential to diminish those characteristics that qualify it for listing in the NRHP and CRHR. However, project features are in place to help protect the resource from inadvertent damage to the characteristics that qualify it for listing in the NRHP and CRHR (CUL-IAMF#6, CUL-IAMF#7, and CUL-IAMF#8). There would be no significant impact under CEQA for Alternatives 1 and 3. Therefore, CEQA does not require mitigation. Under Alternative 2, the historical resource would be demolished, eliminating the possibility of having vibration impacts. There would be no impact under CEQA. Therefore, CEQA does not require mitigation.

Under Alternative 4, no impacts related to increased vibration are anticipated because there would be no vibration-inducing activities within 50 feet of the building. Alternative 4 would have no impact under CEQA. Therefore, CEQA does not require mitigation.

Section 106 Finding

Under Alternatives 1 and 3, the placement of the 50-foot-tall viaduct adjacent to the resource would require construction activities that would increase vibration, with the potential to alter the characteristics that qualify this historical property for the NRHP. Project features are proposed that would help protect the characteristics that qualify the property for listing in the NRHP; therefore, there would be no adverse effect for Alternatives 1 and 3. Under Alternative 2, the historical resource would be demolished, eliminating the possibility of having vibration impacts. There would be no effect under Section 106.

Under Alternative 4, there would be no adverse effects related to increased vibration because there would be no vibration-inducing activities within 50 feet of the building.

Madrone Underpass (Resource ID 2127)

The construction activities in the vicinity of this resource were thoroughly described in Impact CUL#4. Alternatives 1 and 3 would not require physical alteration of the underpass. Under Alternative 2, new tracks on embankment would be built 35 feet northeast of the bridge. Under Alternative 4, the HSR right-of-way would be placed on ballasted fill in the existing Caltrain right-of-way. The construction activities in the vicinity of this resource were thoroughly described in Impact CUL#4. This bridge is eligible for listing in the NRHP and listed in the CRHR for its association with the earliest railroad and highway traffic safety programs implemented in Santa

Clara County in the 20th century. The historic boundary is limited to the underpass, from abutment to abutment. Character-defining features include the reinforced concrete abutments, general alignment, and deck and metal girders. The following project features would be incorporated into the project: preparation of a pre-construction conditions assessment, plan for protection of historic built resources, and repair of inadvertent damage (CUL-IAMF#6), and implementation of protection and/or stabilization measures (CUL-IAMF#8).

CEQA Conclusion

Alternatives 1 and 3 would not include construction activities likely to increase vibration within 50 feet of the resource. The project would not cause a substantial adverse change in the significance of the resource because project activities would not materially impair characteristics that qualify it for listing in the NRHP/CRHR. There would be no impact under CEQA for Alternatives 1 and 3. Therefore, CEQA does not require mitigation.

Under Alternative 2**,** construction activities would occur within 35 feet of the resource; however, given that this resource is already subject to vibration owing to its use as a roadway bridge, there is no potential that construction activities would diminish the characteristics that qualify it for listing in the CRHR. There would be no significant impact under CEQA for Alternative 2. Therefore, CEQA does not require mitigation. Under Alternative 4, the bridge would be demolished, eliminating the possibility of having vibration impacts. There would be no impact under CEQA. Therefore, CEQA does not require mitigation.

Section 106 conclusion

Alternatives 1 and 3 would not include construction activities likely to increase vibration within 50 feet of the historic property; therefore, none of the characteristics that qualify the Madrone underpass for inclusion in the NRHP are likely to be damaged. Alternatives 1 and 3 would have no effect on the historic property.

Under Alternative 2, the placement of the 50-foot-tall viaduct adjacent to the resource would not have the potential to alter the characteristics that qualify this historic property for the NRHP. This property is eligible for listing in the NRHP as a result of its association with the earliest railroad and highway traffic safety programs and is an active roadway; as a result, vibration is already a common occurrence. There would be no adverse effect for Alternative 2. Alternative 4 would demolish the bridge, eliminating the possibility of having vibration impacts. There would be no effect under Section 106.

Villa Mira Monte (Resource ID 2194)

Under all four alternatives, project construction activities would occur a minimum of 245 feet from the northeastern boundary of the legal parcel that contains Villa Mira Monte. The construction activities in the vicinity of this resource were thoroughly described in Impact CUL#4. The Victorian stick-style residence is eligible for the NRHP and CRHR, with character-defining features that include the window arrangement and style, varying wood cladding, and door style and placement. The historic boundary is limited to the footprint of the building.

CEQA Conclusion

Under all four alternatives, there would be no construction activities within 50 feet of the Villa Mira Monte; thus, there would be no increased vibration that could cause substantial adverse change to this resource such that it would no longer qualify for the NRHP/CRHR. There would be no impact under CEQA for Alternatives 1 through 4. Therefore, CEQA does not require mitigation.

Section 106 Findings

No increase in vibration would occur as a result of the project because the HSR alignment would be more than 50 feet northeast of Villa Mira Monte. There would be no effect under Section 106 for Alternatives 1, 2, 3, and 4.

Church of Christ (Resource ID 2363)

Under Alternatives 1 and 3, construction activities would occur more than 5,000 feet to the northeast of the historic resource. Under Alternative 2, the HSR right-of-way would be more than 725 feet northeast of the historic resource. Under Alternative 4, the HSR right-of-way would be blended with the Caltrain tracks in the existing Caltrain right-of-way and would be approximately

650 feet northeast of the Church of Christ. The construction activities in the vicinity of this resource were thoroughly described in Impact CUL#4.

CEQA Conclusion

Under all four alternatives, there would be no construction activities within 50 feet of the Church of Christ; thus, there would be no increased vibration that could cause substantial adverse changes to this resource such that it would no longer qualify for the NRHP/CRHR. There would be no impact under CEQA for Alternatives 1 through 4. Therefore, CEQA does not require mitigation.

Section 106 Findings

No increase in vibration would occur as a result of the project within 50 feet of the historic property because all such activities would occur outside the legal parcel boundary at a distance of at least 350 feet. Therefore, there would be no effect under Section 106 for Alternatives 1, 2, 3, and 4.

San Martin Winery (Resource ID 3001)

Under Alternatives 1, 2, and 3, the resource would be demolished. Under Alternative 4, the HSR right-of-way would be blended with the Caltrain tracks in the existing Caltrain right-of-way, which is immediately adjacent to the western boundary of the historic property. The HSR right-of-way would extend approximately 10 feet into the historic property boundary but would not overlap any character-defining features of the San Martin Winery. A retaining wall would be built along the lowered HSR right-of-way, inside the historic property boundary. The retaining wall would transition to fill slope adjacent to the buildings within the San Martin Winery. The construction activities in the vicinity of this resource were thoroughly described in Impact CUL#4. The following project features would be incorporated into the project: preparation of a pre-construction conditions assessment, plan for protection of historic built resources, and repair of inadvertent damage (CUL-IAMF#6); preparation of a BEMP (CUL-IAMF#7); and implementation of protection and/or stabilization measures (CUL-IAMF#8). Eligible for listing in the NRHP and listed in the CRHR for its role in California's post-Prohibition wine industry, and as an example of Spanish Eclectic–style architecture, the historic property boundary encompasses two parcels that contain the central buildings of the winery and the tree-lined driveway that leads to the buildings from South Street.

CEQA Conclusion

Under Alternatives 1, 2, and 3, the resource would be demolished, eliminating the possibility of having vibration impacts. There would be no impact under CEQA. Therefore, CEQA does not require mitigation. Under Alternative 4, upgrading the blended rail trackage would involve the use of equipment in proximity to contributing elements of the San Martin Winery, such that those contributing elements would have the potential to experience damage caused by ground-borne construction vibration. However, project features are in place to help protect the resource from inadvertent damage to the characteristics that qualify it for listing in the NRHP and CRHR (CUL-IAMF#6, CUL-IAMF#7, and CUL-IAMF#8). There would be no significant impact under CEQA for Alternative 4. Therefore, CEQA does not require mitigation.

Section 106 Findings

Under Alternatives 1, 2, and 3, this historic property would be demolished, eliminating the possibility of having vibration impacts. There would be no effect under Section 106.The blended at-grade alignment for Alternative 4 would not increase vibration in the immediate vicinity of the historic property, and the integrity of the property would not be diminished. Therefore, no adverse effect would occur under Section 106 for Alternative 4.

Hoenck House (Resource ID 3210)

Alternative 1 would build a temporary precast site approximately 750 feet west of the Hoenck House, and would build track on viaduct approximately 30 feet above grade and 1,700 feet west of the Hoenck House. Alternative 2 would build track on embankment approximately 1,700 feet west of the Hoenck House. Alternative 3 would introduce the HSR right-of-way approximately 3,100 feet east of the Hoenck House. Under Alternative 4, the HSR right-of-way would be blended with the Caltrain tracks in the existing Caltrain right-of-way, approximately 1,700 feet

southwest of the Hoenck House. The construction activities in the vicinity of this resource were thoroughly described in Impact CUL#4. Hoenck House is eligible for listing in the NRHP and listed in the CRHR as a local example of the Queen Anne style. The character-defining features include the roof pitch and profile, conical tower, decorative spindlework, and varying exterior wood cladding. The boundary of the historic property is restricted to the building footprint.

CEQA Conclusion

The HSR alignment would be approximately 750 to 3,100 feet from the historical resource. No increase in vibration would occur within 50 feet of the resource as a result of the project. There would be no impact under CEQA for Alternatives 1, 2, 3, and 4. Therefore, CEQA does not require mitigation.

Section 106 Findings

The HSR alignment would be approximately 750 to 3,100 feet from the historic residence. No increase in vibration would occur within 50 feet of the resource as a result of the project; therefore, there would be no adverse effect under Section 106 for Alternatives 1, 2, 3, and 4.

Japanese School (Gilroy Grange) (Resource ID 3291)

Under Alternative 1, changes to the alignment of the existing cul-de-sac would occur, which would require a TCE to surround the Wheeler Street roadwork, extending into the legal parcel that contains the school, but outside the boundary of the resource. New HSR tracks on viaduct would be 40 feet west of the parcel and 70 feet west of the resource footprint. Similarly, Alternative 2 would require changes to the alignment of the existing cul-de-sac and HSR tracks on embankment 30 feet southwest of the building. Under Alternative 3, the project footprint would be more than 5,000 feet from the resource. Under Alternative 4, the HSR right-of-way would be blended with the Caltrain tracks in the existing Caltrain right-of-way, which lies approximately 325 feet southwest of the Japanese School. The construction activities in the vicinity of this resource were thoroughly described in Impact CUL#4. The former school is eligible for listing in the NRHP and listed in the CRHR for its historical association with the prewar Gilroy Japanese community and the wartime loss of the building, which reflects the devastating effects of wartime incarceration on the community. The historic boundary is the footprint of the building, a large Himalayan Cedar tree, and small driveway. The following project features would be incorporated for this resource: preparation of a pre-construction conditions assessment, plan for protection of historic built resources, and repair of inadvertent damage (CUL-IAMF#6); preparation of a BEMP (CUL-IAMF#7); and implementation of protection and/or stabilization measures (CUL-IAMF#8).

CEQA Conclusion

Under Alternatives 1, 3, and 4, the distance of the construction activities would be more than 50 feet from the historic property. There would be no impact under CEQA for Alternatives 1, 3, and 4. Therefore, CEQA does not require mitigation.

Alternative 2 could cause a substantial adverse change in the significance of the resource because construction activities would include pile driving within 50 feet of the Japanese School, which has the potential to diminish those characteristics that qualify it for listing in the NRHP and CRHR, such as its stepped parapet and clapboard cladding. However, project features are in place to help protect the resource from inadvertent damage to the characteristics that qualify it for listing in the NRHP and CRHR (CUL-IAMF#6, CUL-IAMF#7, and CUL-IAMF#8). The project would have no significant impact under CEQA for Alternative 2. Therefore, CEQA does not require mitigation.

Section 106 Findings

Under Alternatives 1, 3, and 4, the historic property is far enough away from the proposed construction activities that increased vibration resulting from construction activities such as pile driving would not result in damage. There would be no adverse effect under Alternatives 1, 3, and 4.

Under Alternative 2, the placement of the 50-foot-tall viaduct near the resource would require construction activities that would increase vibration, with the potential to alter the characteristics that qualify this historical property for the NRHP. Project features are proposed that would help

protect the characteristics that qualify the property for listing in the NRHP; therefore, there would be no adverse effect for Alternative 2.

IOOF Orphanage Home (Rebekah's School), 290 IOOF Avenue, Gilroy (Resource ID 3402)

Under Alternative 1, the HSR right-of-way for a 45-foot-high viaduct would be 125 feet west of the western boundary of the property. Under Alternative 2, a portion of a new parking lot would encroach into the historical resource boundary. The HSR right-of-way under Alternative 3 would be more than 5,000 feet from the resource. Under Alternative 4, the HSR right-of-way would be blended with the Caltrain tracks in the existing Caltrain right-of-way, which lies approximately 215 feet southwest of the historical resource. The construction activities in the vicinity of this resource were thoroughly described in Impact CUL#4.

Within the historic boundary are four historic-age buildings and landscaped grounds; these are eligible for listing in the NRHP and listed in the CRHR as a prominent surviving and intact example of the work of the Independent Order of Odd Fellows (IOOF) and as a distinctive example of Spanish-Revival-style architecture. Contributing elements of the resource include the main building and campanile, small hospital building and gymnasium. Character-defining features of the main building include the Spanish clay tiled roof profile, arched opening, and smooth stucco cladding. Character-defining features of the campanile include the concrete walls, clay tiled roof, and horizontal bands. The Spanish tile roofs, concrete walls, and massing are also character-defining features of both the gymnasium and the hospital.

CEQA Conclusion

Under all four alternatives, the HSR alignment would be between 125 and 5,500 feet from the IOOF Orphanage, depending on the alternative. Under all four alternatives, project construction activities are not anticipated to cause an increase in vibration within 50 feet of the historical resource; thus, they would not cause damage due to vibration. There would be no impact under CEQA for all four alternatives. Therefore, CEQA does not require mitigation.

Section 106 Findings

Alternatives 1 through 4 would not include any project construction activities likely to increase vibration, altering the characteristics of this historic property, within 50 feet of the historic property. All four alternatives would be between 125 and 5,500 feet from the property. As a result, there would be no adverse effect under Section 106.

Gilroy City Hall (Resource ID 3439)

Alternative 1 would be on viaduct (approximately 35 feet tall with additional 27-foot-tall OCS poles) approximately 150 feet northeast of the resource, parallel to Monterey Road. Alternative 2 would include new roadway to the north, demolition of an adjacent building, lowering of West Sixth Street to pass underneath the HSR right-of-way, and construction of below-grade retaining walls adjacent to the resource. Under Alternative 3, the project footprint would not cross near the resource, and the nearest project activity (a utility high-voltage easement) would be approximately 867 feet away. Under Alternative 4 (Appendix 3.17-C, Figure 29), the HSR right-of-way would be at grade approximately 95 feet east of the rear façade of Gilroy City Hall. The construction activities in the vicinity of this resource were thoroughly described in Impact CUL#4. This Mission Revival–style civic building is listed in the NRHP and the CRHR; character-defining features include the decorative stone window framing, the roof pitch and profile, the multifaced clock, sandstone facing, and other applied decorative elements on the exterior. The boundary of this historic property is the building footprint. The following project features would be incorporated into the project: preparation of a pre-construction conditions assessment, plan for protection of historic built resources, and repair of inadvertent damage (CUL-IAMF#6); preparation of a BEMP (CUL-IAMF#7); and implementation of protection and/or stabilization measures (CUL-IAMF#8).

CEQA Conclusion

Under Alternatives 1, 3, and 4, project construction would occur from 95 feet (Alternative 4) to 7,000 feet (Alternative 3) from the historical resource. No increase in vibration would occur within 50 feet of the historical resource; thus, there would be no damage caused by vibration. As a result, there would be no impact under CEQA. Therefore, CEQA does not require mitigation.

Under Alternative 2, the project could cause a substantial adverse change in the significance of the resource because there would be vibration-inducing activities within 50 feet of the historical resource, which has the potential to diminish those characteristics that qualify it for listing in the NRHP and CRHR, such as applied decorative elements, stone window framing, or sandstone facing materials. However, project features are in place to help protect the resource from inadvertent damage to the characteristics that qualify it for listing in the NRHP and CRHR (CUL-IAMF#6, CUL-IAMF#7, and CUL-IAMF#8), and, as a result, there would be no significant impact under CEQA for Alternative 2. Therefore, CEQA does not require mitigation.

Section 106 Findings

Alternatives 1, 3, and 4 would not include any project construction activities likely to increase vibration due to the distance between the alignment and the historic property, and would not alter the characteristics of this historic property that qualify it for listing in the NRHP. As a result, there would be no adverse effect under Section 106 for Alternatives 1, 3, and 4.

Under Alternative 2, the placement of the 50-foot-tall viaduct near the resource would require construction activities that would increase vibration, with the potential to alter the characteristics that qualify this historical property for the NRHP. Project features are proposed that would help protect the characteristics that qualify the property for listing in the NRHP. Therefore, there would be no adverse effect for Alternative 2.

Live Oak Creamery (Resource ID 3458)

Alternatives 1, 2, and 4 would require demolition of the Live Oak Creamery. Alternative 3 would introduce a high-voltage easement approximately 742 feet away, but no other project construction activities. The construction activities in the vicinity of this resource were thoroughly described in Impact CUL#4. The Live Oak Creamery is listed in the NRHP and CRHR for its association with early industry in Gilroy. The building is in an extreme state of disrepair, with missing windows and doors and collapsing roof. When the property was listed, the historic boundary included the entire parcel, and the character-defining features were the common bond brick bearing walls, the plan and profile, and brick parapet.

CEQA Conclusion

Under Alternatives 1, 2, and 4, construction activities include the demolition of this historical resource, which would eliminate the possibility of having vibration impacts. There would be no impact under CEQA. Therefore, CEQA does not require mitigation. Under Alternative 3, no project components would be located on or near the resource. The project would not cause a substantial adverse change in the significance of the resource because project activities would not materially impair characteristics that qualify it for listing in the CRHR. There would be no impact under CEQA for Alternative 3. Therefore, CEQA does not require mitigation.

Section 106 Findings

Under Alternatives 1, 2, and 4, this historic property would be demolished during project construction, eliminating the possibility of having vibration impacts. There would be no effect under Section 106. Alternative 3 would not alter any of the characteristics that qualify the Live Oak Creamery for inclusion in the NRHP/CRHR. Alternative 3 would have no adverse effect on the property under Section 106.

Southern Pacific Train Station (Resource ID 3610)

Under Alternatives 1 and 2, no project components would be located on or near the resource. Under Alternative 3, the HSR right-of-way would be placed approximately 7,250 feet northeast of the SPRR Train Station. Under Alternative 4, the project alignment would be at grade. The HSR right-of-way would be approximately 7,250 feet northeast of the SPRR Train Station. The construction activities in the vicinity of this resource were thoroughly described in Impact CUL#4. This depot is eligible for listing in the NRHP and listed in the CRHR for its association with the economic development of Gilroy and for embodying the Italian Renaissance/Mission Revival style of architecture. Character-defining features include the plan and profile, red-tile-clad hipped roof, stucco cladding, and all wood ornamentation. The historic boundary is the building footprint.

CEQA Conclusion

Alternatives 1, 2, and 3 would not include construction activities likely to increase vibration within 50 feet of the resource. The project would not cause a substantial adverse change in the significance of the resource because project activities would not materially impair characteristics that qualify it for listing in the NRHP/CRHR. There would be no impact under CEQA for Alternatives 1, 2, and 3. Therefore, CEQA does not require mitigation.

Under Alternative 4, construction of the at-grade alignment would result in no increased vibration related to construction. Alternative 4 would have no impact under CEQA. Therefore, CEQA does not require mitigation.

Section 106 Findings

Alternatives 1 through 3 would not include construction activities likely to increase vibration within 50 feet of the historical property; therefore, none of the characteristics that qualify the SPRR Train Station for inclusion in the NRHP are likely to be damaged. Alternatives 1 through 3 would have no adverse effect on the historic property.

Under Alternative 4, there would be no anticipated increased vibration related to project construction; thus, the alternative would not alter any of the characteristics that qualify the SPRR Train Station for inclusion in the NRHP. There would be no adverse effect on this historic property under Section 106.

Old Gilroy House (Resource ID 3855)

Under Alternatives 1 through 4, no project components would be located on or near the resource. Alternatives 1, 2 and 4 would place the project alignment more than 6,000 feet from this historical residence, while Alternative 3 would be more than 700 feet away. The construction activities in the vicinity of this resource were thoroughly described in Impact CUL#4. The historic boundary is the legal parcel, which encompasses a farmhouse, storage building, tankhouse and shed/garage. The entire property is eligible for the NRHP and CRHR for its association with the development of southern Santa Clara County and as a 1900 wood-frame National Folk–style farmhouse. Character-defining features of the farmhouse include the plan and profile, massing and roof profile, window style, and exterior cladding. Similarly, the plan and profile are character-defining features of both the storage building and shed/garage. Siding is a character-defining feature of all auxiliary buildings.

CEQA Conclusion

Under Alternatives 1 through 4, there would be no construction activities within 50 feet of the Old Gilroy House; thus, there would be no increased vibration that could cause substantial adverse changes to this resource such that it would no longer qualify for the NRHP/CRHR. There would be no impact under CEQA for Alternatives 1 through 4. Therefore, CEQA does not require mitigation.

Section 106 Findings

Alternatives 1 through 4 would not require vibration-inducing construction activities within 50 feet of the historic property and, thus, would not alter any of the characteristics that qualify the Old Gilroy House for inclusion in the NRHP. Therefore, there would be no adverse effect on the property under Alternatives 1 through 4.

San Ysidro Valley Presbyterian Church (Ricketts House) (Resource ID 3871)

The HSR right-of-way for Alternatives 1, 2, and 4 would be more than 8,000 feet away and would not cross near the resource. Under Alternative 3, the HSR right-of-way would pass through the northeastern portion of the resource's legal parcel, on ballasted track on an embankment. However, the embankment would remain approximately 710 feet from the San Ysidro Valley Presbyterian Church. The construction activities in the vicinity of this resource were thoroughly described in Impact CUL#4. The church is eligible for listing in the NRHP and listed in the CRHR for its important association with the development of southern Santa Clara County and as a good example of the rural Carpenter Gothic Revival style of architecture. Character-defining features of this resource include the cladding, window style, and plan and profile. The historic property encompasses the entire legal parcel.

CEQA Conclusion

Under Alternatives 1 through 4, there would be no construction activities within 50 feet of the San Ysidro Valley Presbyterian Church; thus, there would be no increased vibration that could cause substantial adverse change to this resource such that it would no longer qualify for the NRHP/CRHR. There would be no impact under CEQA for Alternatives 1 through 4. Therefore, CEQA does not require mitigation.

Section 106 Findings

Alternatives 1 through 4 would not require vibration-inducing construction activities within 50 feet of the historic property and, thus, would not alter any of the characteristics that qualify the San Ysidro Valley Presbyterian Church for inclusion in the NRHP. Therefore, there would be no adverse effect on the property under Alternatives 1 through 4.

Edwin Willson House and Barn (Resource ID 3882)

Under Alternatives 1, 2, and 4, the project footprint would not cross near the resource, and would be more than 8,000 feet away. Under Alternative 3, although the HSR right-of-way would cross the legal parcel, it would be more than 250 feet away on a raised embankment. The construction activities in the vicinity of this resource were thoroughly described in Impact CUL#4.

The Edwin Willson House and Barn was found eligible for listing in the NRHP and listed in the CRHR as an unusually ornate example of the Queen Anne style, especially for the area. Character-defining features include the building massing, roof pitch and profile, variety of exterior wood cladding and shingles, window placement and style, and wrap-around front porch. The historic boundary is the footprint of the house and the barn.

CEQA Conclusion

Under Alternatives 1 through 4, there would be no construction activities within 50 feet of the Edwin Willson House and Barn; thus, there would be no increased vibration that could cause substantial adverse changes to this resource such that it would no longer qualify for the NRHP/CRHR. There would be no impact under CEQA for Alternatives 1 through 4. Therefore, CEQA does not require mitigation.

Section 106 Findings

Alternatives 1 through 4 would not require vibration-inducing construction activities within 50 feet of the historic property and, thus, would not alter any of the characteristics that qualify the Edwin Willson House and Barn for inclusion in the NRHP. Therefore, there would be no adverse effect on the property under Alternatives 1 through 4.

White/Sturla Ranch (Resource ID 3903)

Under Alternatives 1, 2, and 4, no construction-related activities would occur near the historic resource. Under Alternative 3, the right-of-way would pass through the legal parcel but would be more than 120 feet west of the resource. The construction activities in the vicinity of this resource were thoroughly described in Impact CUL#4. The White/Sturla Ranch was found eligible for listing in the NRHP and listed in the CRHR as an example of vernacular agricultural architecture. Originally a schoolhouse, this residence is the only remaining historic-era feature on the parcel. Character-defining features include the plan and profile, wood siding, and wrap-around porch. The historic boundary is the footprint of the residence.

CEQA Conclusion

Under Alternatives 1 through 4, there would be no construction activities within 50 feet of the White/Sturla Ranch; thus, there would be no increased vibration that could cause substantial adverse changes to this resource such that it would no longer qualify for the NRHP/CRHR. There would be no impact under CEQA for Alternatives 1 through 4. Therefore, CEQA does not require mitigation.

Section 106 Findings

Alternatives 1 through 4 would not require vibration-inducing construction activities within 50 feet of the historic property and, thus, would not alter any of the characteristics that qualify the White/Sturla Ranch for inclusion in the NRHP. Therefore, there would be no adverse effect on the property under Alternatives 1 through 4.

Horace Willson House (Resource ID 3906)

Under Alternatives 1 through 4, no construction activities would occur near the resource. The construction activities in the vicinity of this resource were thoroughly described in Impact CUL#4. This Gothic Revival–style residence, barn, and overall site are eligible for listing in the NRHP and listed in the CRHR for their historical association with Horace Willson, an influential resident of the area, and for its association with the earliest period of settlement in Old Gilroy/San Ysidro. The historic boundary encompasses the entire parcel.

CEQA Conclusion

Under Alternatives 1 through 4, there would be no construction activities within 50 feet of the Horace Willson House; thus, there would be no increased vibration that could cause substantial adverse changes to this resource such that it would no longer qualify for the NRHP/CRHR. There would be no impact under CEQA for Alternatives 1 through 4. Therefore, CEQA does not require mitigation.

Section 106 Findings

Alternatives 1 through 4 would not require vibration-inducing construction activities within 50 feet of the historic property and, thus, would not alter any of the characteristics that qualify the Horace Willson House for inclusion in the NRHP. Therefore, there would be no adverse effect on the property under Alternatives 1 through 4.

Phegley House (Harrison/Clifton House) (Resource ID 3925)

Under Alternatives 1, 2, and 4, no construction activities would take place on the parcel. Under Alternative 3, the permanent HSR right-of-way would be more than 200 feet northeast of the property's northeast boundary. The construction activities in the vicinity of this resource were thoroughly described in Impact CUL#4. The Phegley House is eligible for listing in the NRHP and CRHR for its associations with agricultural development of Old Gilroy/San Ysidro. The boundary of the historic resource is the parcel, which is what remains of a 15-acre ranch circa 1861. Character-defining features include the plan, profile, and massing of the residence, window placement and style, and horizontal siding.

CEQA Conclusion

Under Alternatives 1 through 4, there would be no construction activities within 50 feet of the Phegley House; thus, there would be no increased vibration that could cause substantial adverse changes to this resource such that it would no longer qualify for the NRHP/CRHR. There would be no impact under CEQA for Alternatives 1 through 4. Therefore, CEQA does not require mitigation.

Section 106 Findings

Alternatives 1 through 4 would not require vibration-inducing construction activities within 50 feet of the historic property and, thus, would not alter any of the characteristics that qualify the Phegley House for inclusion in the NRHP. Therefore, there would be no adverse effect on the property under Alternatives 1 through 4.

Ellis Ranch (Resource ID 3997)

Under Alternatives 1, 2, and 4, no construction activities would take place on the parcel. Under Alternative 3, the permanent HSR right-of-way would be more than 6,500 feet southwest of the residence. The construction activities in the vicinity of this resource were thoroughly described in Impact CUL#4. The Ellis Ranch was found eligible for listing in the NRHP and CRHR as an early and intact agricultural property in rural Santa Clara County, as well as for its association with early Gilroy settler James H. Ellis and as a relatively rare example of an 1870s agricultural home site. Character-defining features include the octagonal turret on the east corner and the first-story porch, as well as the wood siding and massing. The historic property boundary includes the entire parcel.

CEQA Conclusion

Under Alternatives 1 through 4, there would be no construction activities within 50 feet of the Ellis Ranch; thus, there would be no increased vibration that could cause substantial adverse changes to this resource such that it would no longer qualify for the NRHP/CRHR. There would be no impact under CEQA for Alternatives 1 through 4. Therefore, CEQA does not require mitigation.

Section 106 Findings

Alternatives 1 through 4 would not require vibration-inducing construction activities within 50 feet of the historic property and, thus, would not alter any of the characteristics that qualify the Ellis Ranch for inclusion in the NRHP. Therefore, there would be no adverse effect on the property under Alternatives 1 through 4.

Millers Canal (Resource ID 4024)

Under Alternatives 1 through 4, the HSR right-of-way would cross Millers Canal on a viaduct. The piers and foundations of this viaduct, which would rise from 25 to 40 feet, would be located on either side of the earthen canal. The construction activities in the vicinity of this resource were thoroughly described in Impact CUL#4. The canal is eligible for the NRHP for its association with the Miller and Lux Company's earliest reclamation and irrigation efforts in the Santa Clara Valley. Character-defining features include the setting, use, and earthen construction. Project features put in place prior to construction activities such as CUL-IAMF#6, CUL-IAMF#7, and CUL-IAMF#8 would provide protective measures.

CEQA Conclusion

Under Alternatives 1 through 4, the project could cause a substantial adverse change in the significance of the resource because the construction activities would include pile driving within 50 feet of the historical resources, which has the potential to diminish those characteristics that qualify it for listing in the CRHR. Project features are in place to help protect the resource from inadvertent damage to the characteristics that qualify it for listing in the NRHP and CRHR (CUL-IAMF#6, CUL-IAMF#7, and CUL-IAMF#8). As a result, there would be no significant impact under CEQA for Alternatives 1 through 4. Therefore, CEQA does not require mitigation.

Section 106 Findings

Under Alternatives 1 through 4, the placement of the viaduct adjacent to the resource would require construction activities that would increase vibration, with the potential to alter the characteristics that qualify Millers Canal for listing in the NRHP. Project features are proposed that would help protect the characteristics that qualify the property for listing in the NRHP. Therefore, there would be no adverse effect for Alternatives 1 through 4.

Pacheco California Department of Forestry Station (Resource ID 4140)

Under all four alternatives, the HSR right-of-way would be on a viaduct approximately 900 feet southeast of the resource. The construction activities in the vicinity of this resource were thoroughly described in Impact CUL#4.

CEQA Conclusion

Under Alternatives 1 through 4, there would be no construction activities within 50 feet of the Pacheco California Department of Forestry Station; thus, there would be no increased vibration that could cause substantial adverse changes to this resource such that it would no longer qualify for the NRHP/CRHR. There would be no impact under CEQA for Alternatives 1 through 4. Therefore, CEQA does not require mitigation.

Section 106 Findings

Alternatives 1 through 4 would not require vibration-inducing construction activities within 50 feet of the historic property and, thus, would not alter any of the characteristics that qualify the Pacheco California Department of Forestry Station for inclusion in the NRHP. Therefore, there would be no adverse effect on the property under Alternatives 1 through 4.

California Aqueduct (Resource ID 4214)

Under Alternatives 1 through 4 the HSR right-of-way would cross over the California Aqueduct on a viaduct. The piers and foundations of this viaduct would be built on the land side of the levee structures and access roads that line the canal. The construction activities in the vicinity of this resource were thoroughly described in Impact CUL#4. The canal is eligible for the NRHP as an integral part of the State Water Project that facilitates large-scale redistribution of water resources throughout the state, and for its exceptional design and engineering. The main canal and right-of-way constitute the historic boundary, within which the character-defining features include associated infrastructure such as bridges, siphons, culverts, and drains. Its alignment, unreinforced concrete construction, setting, and use are also contributing features. Project

features put in place prior to construction activities such as CUL-IAMF#6, CUL-IAMF#7, and CUL-IAMF#8 would provide protective measures.

CEQA Conclusion

Under Alternatives 1 through 4, the project could cause a substantial adverse change in the significance of the California Aqueduct because the construction activities would include pile driving within 50 feet of the historical resource, which has the potential to diminish those characteristics that qualify it for listing in the NRHP and CRHR. Project features are in place to help protect the resource from inadvertent damage to the characteristics that qualify it for listing in the NRHP and CRHR (CUL-IAMF#6, CUL-IAMF#7, and CUL-IAMF#8). As a result, there would be no significant impact under CEQA for Alternatives 1 through 4. Therefore, CEQA does not require mitigation.

Section 106 Findings

Under Alternatives 1 through 4, the placement of the viaduct piers adjacent to the resource would require construction activities that would increase vibration, with the potential to alter the characteristics that qualify the California Aqueduct for listing in the NRHP. Proposed project features would help protect the characteristics that qualify the property for listing in the NRHP. Therefore, there would be no adverse effect for Alternatives 1 through 4.

Delta-Mendota Canal (Resource ID 4231)

Under Alternatives 1 through 4 the HSR right-of-way would cross over the canal and adjacent roads on a viaduct approximately 75 feet above the structure. The piers and foundations of this viaduct would be built on the land side of the levee structures and access roads that line the canal. The construction activities in the vicinity of this resource were thoroughly described in Impact CUL#4. The canal is eligible for the NRHP for its association with the early-20th-century U.S. Bureau of Reclamation Central Valley Project and its role in California's Central Valley irrigation history, and for its exceptional design and engineering. The historic boundary is the main canal, its right-of-way, and associated infrastructure. Character-defining features include the setting, concrete construction, and use. Project features put in place prior to construction activities such as CUL-IAMF#6, CUL-IAMF#7, and CUL-IAMF#8 would provide protective measures.

CEQA Conclusion

Under Alternatives 1 through 4, the project could cause a substantial adverse change in the significance of the Delta-Mendota Canal because the construction activities would include pile driving within 50 feet of the historical resources, which has the potential to diminish those characteristics that qualify it for listing in the NRHP and CRHR. Proposed project features are in place to help protect the resource from inadvertent damage to the characteristics that qualify it for listing in the NRHP and CRHR (CUL-IAMF#6, CUL-IAMF#7, and CUL-IAMF#8). There would be no significant impact under CEQA for Alternatives 1 through 4. Therefore, CEQA does not require mitigation.

Section 106 Findings

Under Alternatives 1 through 4, the placement of the viaduct piers adjacent to the resource would require construction activities that would increase vibration, with the potential to alter the characteristics that qualify the Delta-Mendota Canal for listing in the NRHP. Project features are proposed that would help protect the characteristics that qualify the property for listing in the NRHP. Therefore, there would be no adverse effect for Alternatives 1 through 4.

San Joaquin and Kings River—Main Canal (Resource ID 4272)

Under Alternatives 1 through 4, the HSR right-of-way would cross the canal and adjacent roads on a viaduct approximately 50 feet above the canal. The piers and foundations of this viaduct would be built on the land side of the levee structures and access roads that line the canal. The construction activities in the vicinity of this resource were thoroughly described in Impact CUL#4. The Main Canal is eligible for listing in the NRHP and listed in the CRHR as both a main canal and an important component of the Miller and Lux Company's earliest water control systems that transformed California's San Joaquin Valley. The historic property boundary is the canal structure and its right-of-way, excluding lateral canals that extend from the main canal. Character-defining

features are its location and setting, and ability to convey water for irrigation. Project features put in place prior to construction activities such as CUL-IAMF#6, CUL-IAMF#7, and CUL-IAMF#8 would provide protective measures.

CEQA Conclusion

Under all four alternatives, the project could cause a substantial adverse change in the significance of the San Joaquin and Kings River—Main Canal because it includes the construction of piers and foundations to support the viaduct, located on either side of the Main Canal channel, which has the potential to diminish those characteristics that qualify the resource for listing in the NRHP and CRHR. Project features are in place to help protect the resource from inadvertent damage to the characteristics that qualify it for listing in the NRHP and CRHR (CUL-IAMF#6, CUL-IAMF#7, and CUL-IAMF#8). There would be no significant impact under CEQA for Alternatives 1 through 4. Therefore, CEQA does not require mitigation.

Section 106 Findings

Under all four alternatives, the placement of the viaduct piers adjacent to the resource would require construction activities that would increase vibration, with the potential to alter the characteristics that qualify the San Joaquin and Kings River—Main Canal for listing in the NRHP. Project features are proposed that would help protect the characteristics that qualify the property for listing in the NRHP. Therefore, there would be no adverse effect for Alternatives 1 through 4.

Cottani Family Property, 23109 Henry Miller Road, Los Banos (Resource ID 4302)

Under Alternatives 1 through 4, the HSR right-of-way would be a ballasted track on retained fill more than 330 feet north of the residence. The construction activities in the vicinity of this resource were thoroughly described in Impact CUL#4. This residence is eligible for listing in the NRHP and CRHR as an example of the Queen Anne style of architecture, and the historic boundary is the footprint of the residence.

CEQA Conclusion

Under Alternatives 1 through 4, there would be no construction activities within 50 feet of the Cottani Family Property; thus, there would be no increased vibration that could cause substantial adverse changes to this resource such that it would no longer qualify for the NRHP/CRHR. There would be no impact under CEQA for Alternatives 1 through 4. Therefore, CEQA does not require mitigation.

Section 106 Findings

Alternatives 1 through 4 would not require vibration-inducing construction activities within 50 feet of the historic property and, thus, would not alter any of the characteristics that qualify the Cottani Family Property for inclusion in the NRHP. Therefore, there would be no adverse effect on the property under Alternatives 1 through 4.

Negra Ranch (Resource ID 4310)

Under Alternatives 1 through 4, the HSR right-of-way would be on viaduct opposite the roadway from the Negra Ranch, approximately 90 feet south of the southern boundary of the property. The construction activities in the vicinity of this resource were thoroughly described in Impact CUL#4. The Negra Ranch is eligible for listing in the NRHP and CRHR for association with early-20th-century agriculture, and the historic boundary encompasses the parcel.

CEQA Conclusion

Under Alternatives 1 through 4, there would be no construction activities within 50 feet of the Negra Ranch; thus, there would be no increased vibration that could cause substantial adverse changes to this resource such that it would no longer qualify for the NRHP/CRHR. There would be no impact under CEQA for Alternatives 1 through 4. Therefore, CEQA does not require mitigation.

Section 106 Findings

Alternatives 1 through 4 would not require vibration-inducing construction activities within 50 feet of the historic property and, thus, would not alter any of the characteristics that qualify the Negra Ranch for inclusion in the NRHP. Therefore, there would be no adverse effect on the property under Alternatives 1 through 4.

Cozzi Family Property (Resource ID 4317)

Alternatives 1 through 4 would build HSR tracks on viaduct, passing through the parcel and built directly over the structure, requiring its demolition. The construction activities in the vicinity of this resource are thoroughly described in Impact CUL#4. This property is eligible for listing in the NRHP and CRHR for its Queen Anne–style architecture. The historic boundary of the property is the footprint of the residence.

CEQA Conclusion

Under Alternatives 1 through 4, construction activities include the demolition of this historical resource, eliminating the possibility of having vibration impacts. There would be no impact under CEQA. Therefore, CEQA does not require mitigation.

Section 106 Findings

Under all alternatives, this historic property would be demolished during the construction of this project alternative; therefore, the construction would not include damage due to increased vibration. There would be no adverse effect under Section 106.

705 Las Animas Avenue, Gilroy (Resource ID 4652)

The project footprint would not cross near the resource under Alternatives 1, 2, and 4. Alternative 3 would introduce a permanent road right-of-way adjacent to the northeast parcel boundary 130 feet east of the historical resource. The construction activities in the vicinity of this resource are thoroughly described in Impact CUL#4. This property is eligible for listing in the NRHP and the CRHR as an excellent example of a stately rural residence, and the historic property boundary is the southeastern corner of the parcel containing the residence and associated tankhouse.

CEQA Conclusion

Under Alternatives 1 through 4, there would be no construction activities within 50 feet of the residence at 705 Las Animas Avenue; thus, there would be no increased vibration that could cause substantial adverse changes to this resource such that it would no longer qualify for the NRHP/CRHR. There would be no impact under CEQA for Alternatives 1 through 4. Therefore, CEQA does not require mitigation.

Section 106 Findings

Alternatives 1 through 4 would not require vibration-inducing construction activities within 50 feet of the historic property and, thus, would not alter any of the characteristics that qualify the residence at 705 Last Animas Avenue for inclusion in the NRHP. Therefore, there would be no adverse effect on the property under Alternatives 1 through 4.

CEQA-Only Resources

Walnut Growers Association/Walnut Factory Lofts (Resource ID 0106)

Under Alternatives 1 and 4, the blended HSR/Caltrain tracks would be built at grade in the existing Caltrain right-of-way. The HSR right-of-way would be approximately 20 feet from the northeast corner of the Walnut Growers Association building. Under Alternatives 2 and 3, the HSR right-of-way would run parallel to the northeast parcel boundary and placed on viaduct approximately 50 feet above grade approximately 85 feet northeast of the Walnut Growers Association building, on the opposite side of the existing Caltrain right-of-way. The following project features would be incorporated into the project: preparation of a pre-construction conditions assessment, plan for protection of historic built resources, and repair of inadvertent damage (CUL-IAMF#6); preparation of a BEMP (CUL-IAMF#7); and implementation of protection and/or stabilization measures (CUL-IAMF#8).

CEQA Conclusion

Under Alternatives 1 and 4, the project could cause a substantial adverse change in the significance of the resource because the construction activities would include pile driving within 50 feet of the historical resources, which has the potential to diminish those characteristics that qualify it as a CEQA resource. Project features are in place to help protect the resource from inadvertent damage to these characteristics (CUL-IAMF#6, CUL-IAMF#7, and CUL-IAMF#8). There would be no significant impact under CEQA for Alternatives 1 and 4. Therefore, CEQA does not require mitigation.

Under Alternatives 2 and 3, there would be no construction activities within 50 feet of the Walnut Growers Association/Walnut Factory Lofts; thus, there would be no increased vibration that could cause substantial adverse change to this resource such that it would no longer qualify as a CEQA resource. There would be no impact under CEQA for Alternatives 2 and 3. Therefore, CEQA does not require mitigation.

Sociedade do Espiritu Santo Hall (Resource ID 0111)

Under Alternatives 1 and 4, the blended HSR/Caltrain tracks would be at grade in the existing Caltrain right-of-way approximately 900 feet northeast of the resource. Under Alternatives 2 and 3, no project activities would be located in the immediate vicinity of the historical resource.

CEQA Conclusion

Under Alternatives 1 through 4, there would be no construction activities within 50 feet of the S.E.S. Hall; thus, there would be no increased vibration that could cause substantial adverse changes to this resource such that it would no longer qualify as a CEQA resource. There would be no impact under CEQA for Alternatives 1 through 4. Therefore, CEQA does not require mitigation.

San Carlos Street Viaduct (Resource ID 0495)

For Alternatives 1, 2, and 3, an HSR viaduct would be built adjacent to the eastern abutment of the resource, with the new track approximately 60 feet above grade. The nearest support footings for the new viaduct piers would be approximately 150 feet southeast of and 125 feet north of the resource.

For Alternative 4, the San Carlos Street Viaduct would be retained and would not require physical alteration in order to accommodate the at-grade HSR right-of-way blended with existing Caltrain tracks.

CEQA Conclusion

Under Alternatives 1, 2, and 3, there would be no construction activities within 50 feet of the San Carlos Street Viaduct; thus, there would be no increased vibration that could cause substantial adverse changes to this resource such that it would no longer qualify as a CEQA resource. There would be no impact under CEQA for Alternatives 1, 2, and 3. Therefore, CEQA does not require mitigation.

Under Alternative 4, the project would not cause a substantial adverse change in the significance of the resource because construction of the adjacent HSR viaduct would not involve vibration-inducing activities that could materially impair characteristics that qualify it as a CEQA resource. The impact would be less than significant under CEQA. Therefore, CEQA does not require mitigation.

75 South Autumn Street, San Jose (Resource ID 0566)

Under Alternatives 1 through 4, the parcel containing 75 South Autumn Street would be in the path of a new roadway, where Crandall Street would be extended east to meet South Autumn Street. The residence would be demolished under all four alternatives to accommodate the new roadway and the vehicular circulation patterns proposed for the Diridon Station area.

CEQA Conclusion

The residence would be demolished under all four alternatives, eliminating the possibility of having vibration impacts. There would be no impact under CEQA. Therefore, CEQA does not require mitigation.

Coyote Grange Hall No. 412 (Resource ID 1805)

Under Alternatives 1 and 3, the permanent HSR right-of-way would be introduced on a 50-foot-tall viaduct in the existing Monterey Road right-of-way, approximately 30 feet from the building's primary façade. Under Alternative 2, the permanent HSR right-of-way would include ballasted track on retained fill, approximately at grade, and would be between the existing Monterey Road right-of-way and the UPRR right-of-way, which is approximately 145 feet from the building's primary façade. Under Alternative 4, the blended HSR/Caltrain tracks would be at grade in the existing Caltrain right-of-way approximately 230 feet southwest of the footprint of the Coyote Grange Hall.

CEQA Conclusion

Alternatives 1 and 3 would include construction activities within 50 feet of the resource such as pile driving, which would increase ground-borne vibration and put character-defining features such as the roof details and identifying signage at risk of damage. Proposed project features are in place to help protect the resource from inadvertent damage to the characteristics that qualify it as a CEQA resource (CUL-IAMF#6, CUL-IAMF#7, and CUL-IAMF#8). There would be no significant impact under CEQA for Alternatives 1 and 3. Therefore, CEQA does not require mitigation.

Under Alternatives 2 and 4, there would be no construction activities within 50 feet of the Coyote Grange Hall No. 412; thus, there would be no increased vibration that could cause substantial adverse changes to this resource such that it would no longer qualify as a CEQA resource. There would be no impact under CEQA for Alternatives 2 and 4. Therefore, CEQA does not require mitigation.

Coyote Depot Complex (Resource ID 1808)

Under Alternatives 1 and 3, the new HSR right-of-way would be built approximately 100 feet east of the Coyote Depot Complex, within the existing Monterey Road right-of-way, on a 50-foot-tall viaduct structure. Under Alternative 2, new at-grade HSR tracks (ballasted track on retained fill) would be built over the current location of the Coyote Depot Complex and would require demolition of all contributing depot buildings, pumphouse, and water tower. Under Alternative 4, the HSR right-of-way would be blended with the Caltrain tracks in the existing Caltrain right-of-way, approximately 20 feet southwest of the footprint of the Coyote Depot Complex.

CEQA Conclusion

Under Alternatives 1 and 3, there would be no construction activities within 50 feet of the Coyote Depot Complex; thus, there would be no increased vibration that could cause substantial adverse changes to this resource such that it would no longer qualify as a CEQA resource. The blended at-grade alignment for Alternative 4 would not cause a substantial adverse change to the historical resource because there would be no vibration-inducing activities within 50 feet of the resource. There would be no impact under CEQA for Alternatives 1, 3, and 4. Therefore, CEQA does not require mitigation.

Under Alternative 2, this historical resource would be demolished, eliminating the possibility of having vibration impacts. There would be no impact under CEQA. Therefore, CEQA does not require mitigation.

Tom Sugishita House (Resource ID 1837)

Under Alternatives 1 and 3, no construction activities would occur within the historical resource boundary. The HSR right-of-way (approximately 75 feet tall with additional 27-foot-tall OCS poles) would follow the current alignment of Monterey Road at grade, approximately 230 feet southwest of the resource. A staging area would be approximately 275 feet northwest of the resource. Under Alternative 2, no construction activities would occur within the resource boundary. The HSR right-of-way would follow the current alignment of Monterey Road at grade, approximately 230 feet southwest of the resource. The alignment of Monterey Road would be shifted to the east, so that it would be approximately 125 feet from the southwestern property boundary. Under Alternative 4, the HSR right-of-way would be blended with the Caltrain tracks in the existing Caltrain right-of-way, which is approximately 315 feet southwest of the historical resource boundary. A wildlife crossing would be built underneath the blended HSR and Caltrain right-of-way approximately 500 feet west of the resource, and a train control site would be built west of the HSR right-of-way approximately 375 feet southwest of the south corner of the resource.

CEQA Conclusion

Under Alternatives 1 through 4, there would be no construction activities within 50 feet of the Tom Sugishita House; thus, there would be no increased vibration that could cause substantial adverse changes to this resource such that it would no longer qualify as a CEQA resource. There would be no impact under CEQA for Alternatives 1 through 4. Therefore, CEQA does not require mitigation.

Cribari Winery (Resource ID 2044)

Under Alternatives 1 and 3, the HSR right-of-way would be approximately 4,400 feet northeast of the Cribari Winery. No project components would be located near the resource. Under Alternative 2, the resource would be demolished. Under Alternative 4, the HSR right-of-way would be blended with the Caltrain tracks in the existing Caltrain right-of-way, which is approximately 110 feet southwest of the historical resource boundary.

CEQA Conclusion

Under Alternatives 1, 3, and 4, there would be no construction activities within 50 feet of the Cribari Winery; thus, there would be no increased vibration that could cause substantial adverse changes to this resource such that it would no longer qualify as a CEQA resource. There would be no impact under CEQA for Alternatives 1, 3, and 4. Therefore, CEQA does not require mitigation.

Under Alternative 2, the Cribari Winery would be demolished, eliminating the possibility of having vibration impacts. There would be no impact under CEQA. Therefore, CEQA does not require mitigation.

First National Bank of Gilroy Building (Resource ID 3395)

Under Alternative 1, the HSR right-of-way would be on viaduct approximately 140 feet east of the resource. Under Alternative 2, the HSR right-of-way would be on embankment approximately 130 feet east of the resource. Under Alternative 3, the HSR right-of-way would be approximately 7,000 feet northeast of the First National Bank of Gilroy Building. Under Alternative 4, the blended HSR/Caltrain tracks would be at grade in the existing Caltrain right-of-way approximately 90 feet east of the parcel containing the First National Bank of Gilroy Building.

CEQA Conclusion

Under Alternatives 1 through 4, there would be no construction activities within 50 feet of the First National Bank of Gilroy Building; thus, there would be no increased vibration that could cause substantial adverse changes to this resource such that it would no longer qualify as a CEQA resource. There would be no impact under CEQA for Alternatives 1 through 4. Therefore, CEQA does not require mitigation.

St. Stephen's School (Resource ID 3586)

Under Alternative 1, the project would be on a 30-foot-tall viaduct that would require demolition of the two-story 1862 residence and at least five of the resource's 1930s-era bungalows. Under Alternative 2, the path of the permanent HSR right-of-way on ballasted tracks on an approximately 20-foot-high embankment would be built at the center of the parcel, resulting in the demolition of the 1862 residence and at least six of the resource's 1930s-era bungalows. Under Alternative 3, the HSR right-of-way would be approximately 6,800 feet northeast of St. Stephen's School. Under Alternative 4, the HSR right-of-way would be blended with Caltrain tracks at grade approximately 90 feet west of the parcel containing St. Stephen's School.

CEQA Conclusion

Under Alternatives 1 and 2, primary contributing buildings of St. Stephen's School would be demolished, eliminating the possibility of having vibration impacts. There would be no impact under CEQA. Therefore, CEQA does not require mitigation. Under Alternatives 3 and 4, there would be no construction activities within 50 feet of St. Stephens School; thus, there would be no increased vibration that could cause substantial adverse changes to this resource such that it would no longer qualify as a CEQA resource. There would be no impact under CEQA for Alternatives 3 and 4. Therefore, CEQA does not require mitigation.

Furlong Farmhouse (Resource ID 3642)

Under Alternative 1, no project activities would occur within the historical resource boundary and the HSR right-of-way would follow the current alignment of Railroad Street approximately 170 feet southwest of the Furlong Farmhouse. Under Alternative 2, the HSR right-of-way would be approximately 175 feet southwest of the resource, composed of ballasted track on embankment approximately 20 feet above grade. Under Alternative 3, the HSR right-of-way would be approximately 6,600 feet northeast of the Furlong Farmhouse. Under Alternative 4, the HSR right-

of-way would be blended with Caltrain tracks at grade approximately 295 feet west of the parcel containing the Furlong Farmhouse.

CEQA Conclusion

Under Alternatives 1 through 4, there would be no construction activities within 50 feet of the Furlong Farmhouse; thus, there would be no increased vibration that could cause substantial adverse changes to this resource such that it would no longer qualify as a CEQA resource. There would be no impact under CEQA for Alternatives 1 through 4. Therefore, CEQA does not require mitigation.

Casa del Rancho (Dunne House) (Resource ID 4100)

Under Alternatives 1 through 4, the HSR right-of-way would be approximately 1,300 feet north of the northern resource boundary on embankment approximately 75 feet tall.

CEQA Conclusion

Under Alternatives 1 through 4, there would be no construction activities within 50 feet of the Casa del Rancho (Dunne House); thus, there would be no increased vibration that could cause substantial adverse changes to this resource such that it would no longer qualify as a CEQA resource. There would be no impact under CEQA for Alternatives 1 through 4. Therefore, CEQA does not require mitigation.

Harold Hellwig Ironworks (Resource ID 4594)

Alternatives 1, 2, and 3 would build the HSR right-of-way 75 feet above grade, along with raised HSR station platforms, approximately 550 feet west of the Harold Hellwig Ironworks. Under Alternative 4, the HSR right-of-way would be blended with Caltrain tracks at grade approximately 530 feet west of the parcel containing the Harold Hellwig Ironworks.

CEQA Conclusion

Under Alternatives 1 through 4, there would be no construction activities within 50 feet of the Harold Hellwig Ironworks; thus, there would be no increased vibration that could cause substantial adverse changes to this resource such that it would no longer qualify as a CEQA resource. There would be no impact under CEQA for Alternatives 1 through 4. Therefore, CEQA does not require mitigation.

Impact CUL#6: Intermittent Noise and Vibration Impacts on Built Resources Caused by Operations

In addition to the potential for physical damage from vibration from construction activities, operation of the project may introduce visual, audible, and atmospheric elements with the potential to diminish the integrity of a historic property such that it may no longer convey its significance or its association with a historic context. Also, sporadic increases in noise and vibration can cause the abandonment of a building if people find these changes intolerable. In such cases, these changes could have the long-term effect of benign neglect of buildings.

Therefore, intermittent operational vibration impacts would have the potential to cause permanent destruction or alteration of cultural resources that could affect the ability of these resources to convey historic significance. Section 3.4 describes temporary and permanent impacts of operational vibration resulting from operation of the project.

Section 3.4.4 describes methodology for assessing vibration source levels from operating equipment expected to be placed in use, frequency of use of equipment along the right-of-way, and distance from the operations to nearby vibration-sensitive receptors; these three datasets are also factors for construction-related vibration impacts on cultural resources.

The *San Jose to Merced Project Section Noise and Vibration Technical Report* (Authority 2019c) did not identify any noise-sensitive properties that are also historic properties in the APE. Unless a quiet setting is considered to be a character-defining feature or an important aspect of integrity of a historic property, operational alterations to a setting, such as increased noise levels, are generally not considered a significant impact or a significant change to historic built resources. In particular, historical transportation-related properties, such as stations, are typically not considered noise-sensitive because their purpose and setting is tied directly to existing train

noise. There are no NRHP- or CRHR-eligible or CEQA-only built historic resources that have a quiet setting as a character-defining feature or important aspect of integrity in the APE. The project would have no impact from intermittent noise and vibration caused by operations. Therefore, CEQA does not require mitigation.

3.17.8 Mitigation Measures

In compliance with Section 106, mitigation measures are negotiated in consultation that may include federal, state, and local agencies, Native American tribes, and other interested parties. An MOA then formalizes these measures; agreed-upon mitigation would be implemented after the MOA is executed. The mitigation measures described in this section include mitigation measures and commitments that would occur prior to, during, and following construction.

The following measures are standardized mitigation measures that will be considered in consultation and may be included in a MOA that would be negotiated between interested parties and executed just prior to the ROD; however, the consulting parties may negotiate other mitigation measures. Some measures listed in this section would be modified in the MOA or associated treatment plans to mitigate adverse effects on specific properties. Additional property-specific mitigation would also be developed in consultation.

Pre-construction mitigation measures may include moving historic built resources during construction and protecting them should they not be moved to their permanent location until after construction. Post-construction mitigation measures may include restoration of affected landscape, buildings, or structures to pre-construction condition following the SOI's guidelines for the treatment of historic properties. This restoration would include rehabilitation of properties that suffered unanticipated impacts, to the extent feasible. Mitigation measures that could take place prior to, during, or after construction may include implementation of interpretive programs, including displays, interpretive signage, and similar measures.

Mitigation measures would strive to provide the greatest level of protection feasible in light of project costs and logistics, and technological and environmental conditions. Preservation in place through methods such as project redesign of relevant facilities to avoid destruction or damage to eligible cultural resources, capping archaeological resources with fill, or deeding resources into conservation easements is always preferable if these methods are also compatible with project objectives. Extensive documentation of historic built resources that would be moved or demolished, or data recovery of significant archaeological sites where destruction is not avoidable would be at the opposite end of this spectrum.

Under Section 106, regulatory requirements exist that must be followed in accordance with the PA. The PA stipulates that a MOA be prepared for each section of the project to detail the project's commitments to implement these treatments. The Authority would develop the MOA for the San Jose to Central Valley Wye Project Extent in consultation with the SHPO, U.S. Army Corps of Engineers, STB, the Amah Mutsun Tribal Band, the Indian Canyon Mutsun Band of Costanoan, Morgan Hill Historical Society, VTA, City of San Jose Historic Landmarks Commission, and the City of Gilroy Planning Department, and would include input from the signatories, concurring parties, and other interested members of the public and Native American tribes in the development of treatment measures.

The Section 106 PA stipulates that two treatment plans should be developed: an ATP and a BETP, tiered from each project section MOA. These plans, prepared in consultation with the MOA signatories and consulting parties, provide specific performance standards that make sure that each impact would be avoided, minimized, or reduced to the extent possible and provide enforceable performance standards to follow the NRHP and the SOI's standards when implementing the mitigation measures (Stipulations III and VIII in the PA). These treatment plans would include relevant mitigation measures for the purposes of NEPA and CEQA and would be implemented in compliance with Section 106; they would be coordinated with the measures included in this Draft EIR/EIS.

Specifically, the ATP would be prepared in consultation with the tribes and focus on the treatment of known and unknown archaeological resources, and would require the phased identification,

evaluation, and mitigation of archaeological resources that may be located on parcels for which legal access has yet to be granted. Additionally, it would include provisions that all inaccessible areas would be surveyed prior to the commencement of any ground-disturbing activities. It would also provide requirements for procedures and protocols to be followed in the event of unanticipated discoveries during construction.

The BETP would describe the treatments to be applied to adversely affected properties in the built environment, as well as protection measures for properties to avoid adverse effects. Although the MOA would not address CEQA-only resources, the BETP would include a chapter describing protection and mitigation measures for these historic resources. The treatments and measures included would be specific to each property that would be, or may be, adversely affected by the project. The treatment plans would be approved and implemented before the start of construction activities that could adversely affect historic properties or historic resources. These requirements would be included in the construction contracts. If any historic built resources that are surveyed and evaluated during phased identification are determined to be historic properties eligible for listing in the NRHP and CRHR, the BETP would be amended to include the treatment and mitigation measures identified by the Authority in consultation with the MOA signatories and concurring parties.

Table 3.17-6 summarizes the standard mitigation measures that that have been developed program-wide. These may be implemented to address impacts on cultural resources, but final mitigation measures would be updated in the Final EIR/EIS pending consultation. The specific requirements for each measure are described following the table.

CUL-MM#1: Mitigate Adverse Effects on Archaeological and Built Environment Resources Identified during Phased Identification and Comply with the Stipulations Regarding the Treatment of Archaeological and Historic Built Resources in the PA and MOA

Once parcels are accessible and surveys have been completed, including consultation as stipulated in the MOA, additional archaeological and built environment resources may be identified. For newly identified eligible properties that would be adversely affected, the following processes would be followed, which are presented in detail in the BETP and ATP:

- The Authority would consult with the MOA signatories and concurring parties to determine the preferred treatment of the properties/resources and appropriate mitigation measures.
- For CRHR-eligible archaeological resources, the Authority would determine if these resources could feasibly be preserved in place, or if data recovery is necessary. The methods of preservation in place would be considered in the order of priority provided in CEQA Guidelines Section 15126.4(b)(3). If data recovery is the only feasible treatment the Authority would adopt a data recovery plan as required under CEQA Guidelines Section 15126.4(b)(3)(C).
- Should data recovery be necessary, the principal investigator (PI), in consultation with the MOA signatories and consulting parties, would prepare a data recovery plan for approval from the Authority and in consultation with the MOA signatories. Upon approval, the PI would implement the plan.
- For archaeological resources the Authority would also determine if the resource is a unique archaeological site under CEQA. If the resource is not a historical resource but is an archaeological site, the resource would be treated as required in Cal. Public Res. Code Section 21083.2 by following protection, data recovery, and other appropriate steps outlined in the ATP. The ATP outlines the review and approval requirements for these documents.
- For historic built resources, the PI would amend the BETP to include the treatment and mitigation measures identified by the Authority in consultation with the MOA signatories and concurring parties. The PI would implement the treatment and mitigation measures accordingly.

This mitigation measure is anticipated to be effective because it would decrease the potential for impacts on any newly discovered archaeological or historic built resources through the

protections and compliance requirements. This mitigation measure would apply to the project site (entirely within the project footprint). This mitigation measure would not trigger additional ground-disturbing activities outside of the project footprint and would not change the character or significantly increase the overall amount of construction activity. Therefore, it is anticipated that the secondary effects of implementing this mitigation measure would be less than significant under CEQA.

CUL-MM#2: Halt Work in the Event of an Archaeological Discovery, and Comply with the PA, MOA, ATP, and all State and Federal Laws, as Applicable

During construction (any ground-disturbing activities, including cleaning and grubbing), should there be an unanticipated discovery, the contractor would follow the procedures for unanticipated discoveries as stipulated in the PA, MOA, and associated ATP. The procedures must also be consistent with the following: the SOI's Standards and Guidelines for Archaeology and Historic Preservation (48 Fed. Reg. 44716–42), as amended; and Guidelines for the Implementation of CEQA, as amended (14 Cal. Code Regs. Chapter 3, Article 9, §§ 15120–15132). Should the discovery include human remains, the contractor, the Authority would comply with federal and state regulations and guidelines regarding the treatment of human remains, including relevant sections of NAGPRA (§ 3(c)(d)); Cal. Health and Safety Code, Section 8010 et seq.; and Cal. Public Res. Code Section 5097.98; and consult with the NAHC, tribal groups, and the SHPO.

Table 3.17-6 Summary of Mitigation Measures Applicable to Each Alternative

Mitigation Measure	Alternative 1	Alternative 2	Alternative 3	Alternative 4
CUL-MM#1: Mitigate Adverse Effects on Archaeological and Built Environment Resources Identified during Phased Identification and Comply with the Stipulations Regarding the Treatment of Archaeological and Historic Built Resources in the PA and MOA	All archaeological and built resources that, after phased identification and evaluation, are determined eligible for the NRHP. The following built resources within the vicinity of the Alternative 1 project footprint qualify for phased identification: 559 W Hedding Street (APN 23040075); Fox Lane (APN 71204088); Monterey Road (APN 72507014); 559 Monterey Road (APN 72506006); Barnhart Avenue at Monterey Road (APN 72504002); 14870 Seymour Avenue (APN 82507024); FitzGerald Ranch (APNs 783318004, 78318005); 7287 San Felipe Road (APN 89841004); Romero Ranch (APN 069240033); Cherokee Road (APN 070112016)	All archaeological and built resources that, after phased identification and evaluation, are determined eligible for the NRHP. The following built resources within the vicinity of the Alternative 2 project footprint qualify for phased identification: 559 W Hedding Street (APN 23040075); Fox Lane (APN 71204088); Monterey Road (APN 72507014); 559 Monterey Road (APN 72506006); Barnhart Avenue at Monterey Road (APN 72504002); 15490 Railroad Avenue (APN APNs 81707022, 81707023); 14905 Seymour Avenue (APN 82506031); FitzGerald Ranch (APNs 783318004, 78318005); 7287 San Felipe Road (APN 89841004); Romero Ranch (APN 069240033); Cherokee Road (APN 070112016)	All archaeological and built resources that, after phased identification and evaluation, are determined eligible for the NRHP. The following built resources within the vicinity of the Alternative 3 project footprint qualify for phased identification: 559 W Hedding Street (APN 23040075); Fox Lane (APN 71204088); Monterey Road (APN 72507014); 559 Monterey Road (APN 72506006); Barnhart Avenue at Monterey Road (APN 72504002); 14870 Seymour Avenue (APN 82507024); 2006 Leavesley Road (APNs 84119037, 84120074); Pacheco Pass Highway (APN 84124034); 7287 San Felipe Road (APN 89841004); Romero Ranch (APN 069240033); Cherokee Road (APN 070112016)	All archaeological and built resources that, after phased identification and evaluation, are determined eligible for the NRHP. The following built resources within the vicinity of the Alternative 4 project footprint qualify for phased identification: Fox Lane (APN 71204088); Monterey Road (APN 72507014); 559 Monterey Road (APN 72506006); Barnhart Avenue at Monterey Road (APN 72504002); 15490 Railroad Avenue (APN APNs 81707022, 81707023); 14905 Seymour Avenue (APN 82506031); FitzGerald Ranch (APNs 783318004, 78318005); 7287 San Felipe Road (APN 89841004); Romero Ranch (APN 069240033); Cherokee Road (APN 070112016); 338 Fuller (APN 26448074); 334 Fuller (APN 26448075)
CUL-MM#2: Halt Work in the Event of an Archaeological Discovery, and Comply with the PA, MOA, ATP, and all State and Federal Laws, as Applicable	All archaeological resources	All archaeological resources	All archaeological resources	All archaeological resources

Mitigation Measure	Alternative 1	Alternative 2	Alternative 3	Alternative 4
CUL-MM#3: Other Mitigation for Effects on Pre-Contact Archaeological Sites	Only for the following resources that, after phased identification and evaluation, are determined eligible for the NRHP: CA-MER-322 CA-SCL-30 CA-SCL-116 CA-SCL-117 CA-SCL-118 CA-SCL-123 CA-SCL-161 CA-SCL-167 CA-SCL-168 CA-SCL-169 CA-SCL-301 CA-SCL-448 CA-SCL-571 CA-SCL-573 CA-SCL-576 CA-SCL-722	Only for the following resources that, after phased identification and evaluation, are determined eligible for the NRHP: CA-MER-322 CA-SCL-30 CA-SCL-116 CA-SCL-117 CA-SCL-118 CA-SCL-123 CA-SCL-161 CA-SCL-167 CA-SCL-168 CA-SCL-169 CA-SCL-301 CA-SCL-448 CA-SCL-571 CA-SCL-573 CA-SCL-576 CA-SCL-690 CA-SCL-722 CA-SCL-838P-43-001737 Unknown Resource	Only for the following resources that, after phased identification and evaluation, are determined eligible for the NRHP: CA-MER-322 CA-SCL-30 CA-SCL-116 CA-SCL-117 CA-SCL-118 CA-SCL-123 CA-SCL-161 CA-SCL-167 CA-SCL-168 CA-SCL-169 CA-SCL-301 CA-SCL-412 CA-SCL-448 CA-SCL-571 CA-SCL-573 CA-SCL-576 CA-SCL-690 CA-SCL-722 P-43-001283	Only for the following resources that, after phased identification and evaluation, are determined eligible for the NRHP: CA-MER-322 CA-SCL-30 CA-SCL-116 CA-SCL-117 CA-SCL-123 CA-SCL-161 CA-SCL-167 CA-SCL-168 CA-SCL-169 CA-SCL-301 CA-SCL-448 CA-SCL-571 CA-SCL-573 CA-SCL-576 CA-SCL-722 Unknown Resource
CUL-MM#4: Minimize Adverse Effects through Relocation of Historic Buildings and Structures	Resource ID 4317	Resource ID 1909; Resource ID 4317	Resource ID 4317	Resource ID 4317
CUL-MM#5: Minimize Adverse Operational Noise Effects	None required	None required	None required	None required

Mitigation Measure	Alternative 1	Alternative 2	Alternative 3	Alternative 4
CUL-MM#6: Prepare and Submit Additional Recordation and Documentation	Resource ID 0106; Resource ID 0497; Resource ID 0522; Resource ID 0566; Resource ID 1805; Resource ID 1863; Resource ID 1909; Resource ID 2127; Resource ID 3001; Resource ID 3458; Resource ID 3586; Resource ID 4024; Resource ID 4214; Resource ID 4231; Resource ID 4272; Resource ID 4310; Resource ID 4317	Resource ID 0141; Resource ID 0497; Resource ID 0522; Resource ID 0566; Resource ID 1808; Resource ID 1863; Resource ID 1909; Resource ID 2127; Resource ID 2044; Resource ID 3001; Resource ID 3402; Resource ID 3439; Resource ID 3458; Resource ID 3586; Resource ID 4024; Resource ID 4214; Resource ID 4231; Resource ID 4272; Resource ID 4310; Resource ID 4317	Resource ID 0141; Resource ID 0497; Resource ID 0522; Resource ID 0566; Resource ID 1805; Resource ID 1863; Resource ID 1909; Resource ID 2127; Resource ID 3001; Resource ID 4024; Resource ID 4214; Resource ID 4231; Resource ID 4272; Resource ID 4310; Resource ID 4317	Resource ID 0106; Resource ID 0497; Resource ID 0566; Resource ID 2127; Resource ID 3458; Resource ID 4024; Resource ID 4214; Resource ID 4231; Resource ID 4272; Resource ID 4310; Resource ID 4317
CUL-MM#7: Prepare Interpretive or Educational Materials	Resource ID 0497; Resource ID 0522; Resource ID 0566; Resource ID 1863; Resource ID 3001; Resource ID 3458; Resource ID 3586; Resource ID 4310; Resource ID 4317	Resource ID 0141; Resource ID 0497; Resource ID 0522; Resource ID 0566; Resource ID 1808; Resource ID 1863; Resource ID 1909; Resource ID 2044; Resource ID 3001; Resource ID 3402; Resource ID 3458; Resource ID 3586; Resource ID 4310; Resource ID 4317	Resource ID 0141; Resource ID 0497; Resource ID 0522; Resource ID 0566; Resource ID 1863; Resource ID 3001; Resource ID 4310; Resource ID 4317	Resource ID 0497; Resource ID 0566; Resource ID 2127; Resource ID 3458; Resource ID 4310; Resource ID 4317
CUL-MM#8: Repair of Inadvertent Damage	N/A	N/A	N/A	N/A
CUL-MM#9: Visual Screening	N/A	N/A	N/A	N/A

Mitigation Measure	Alternative 1	Alternative 2	Alternative 3	Alternative 4
CUL-MM#10: Station Design Consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties	Resource ID 0497	Resource ID 0141; Resource ID 0497	Resource ID 0141; Resource ID 0497	Resource 0497
CUL-MM#11: Relocate Automatic Train Control Site to Avoid Demolition of 415 Illinois Avenue	Resource ID 0585	Resource ID 0585	Resource ID 0585	N/A

N/A = not applicable

In the event of an unanticipated archaeological discovery, the contractor would cease work in the immediate vicinity of the find, based on the direction of the archaeological monitor or the apparent location of cultural resources if no monitor is present. If no qualified archaeologist is present, no work can commence until it is approved by the qualified archaeologist in accordance with the MOA, ATP, and monitoring plan. The contractor's qualified archaeologist would assess the potential significance of the find and make recommendations for further evaluation and treatment as necessary. These steps may include evaluation for the CRHR and NRHP, and necessary treatment to resolve significant effects if the resource is a historical resource or historic property. If, after documentation is reviewed by the Authority, and it determines it is a historic property and the SHPO concurs that the resource is eligible for the NRHP, or the Authority determines it is eligible for the CRHR, the Authority would consider preservation in place in the order of priority provided in CEQA Guidelines Section 15126.4(b)(3) and in consultation with the signatories and consulting parties to the MOA. If data recovery is the only feasible mitigation, then the PI would prepare a data recovery plan as required under CEQA Guidelines Section 15126.4(b)(3)(C), the MOA, and ATP, for the Authority's approval.

The contractor would notify the Authority, who would notify the CSLC, if the find is a cultural resource on or in the submerged lands of California and consequently under the jurisdiction of the CSLC. The Authority would comply with all applicable rules and regulations promulgated by CSLC with respect to cultural resources in submerged lands.

If human remains were discovered on state-owned or private lands the contractor would contact the relevant County Coroner to allow the Coroner to determine if an investigation regarding the cause of death is required. If no investigation is required and the remains are of Native American origin the Authority would contact the NAHC to identify the most likely descendant (MLD). The MLD would be empowered to reinter the remains with appropriate dignity. If the MLD fails to make a recommendation the remains would be reinterred in a location not subject to further disturbance, and the location would be recorded with the NAHC and relevant Information Center of the California Historic Resources Information System. If human remains are part of an archaeological site, the Authority and contractor would, in consultation with the MLD and other consulting parties, consider preservation in place as the first option, in the order of priority called for in CEQA Guidelines Section 15126.4(b)(3).

In consultation with the relevant Native American tribes, the Authority may conduct scientific analysis on the human remains if called for under a data recovery plan and amenable to all consulting parties. The Authority would work with the MLD to satisfy the requirements of Cal. Public Res. Code Section 5097.98. Performance tracking of this mitigation measure would be based on successful implementation and acceptance of the documentation by the SHPO and appropriate consulting parties.

The mitigation measures described in this section and provided in the ATP are consistent with best practices within the professional archaeological community and are commensurate with mitigation measures for other large-scale transportation projects. This mitigation measure is anticipated to be effective because it includes identification efforts, conducting archaeological training, monitoring during construction, stopping work if resources are encountered to allow for assessment of the find, and developing treatment plans, which would achieve the stewardship goals of Section 106 and CEQA review.

No ground-disturbing activities or property acquisition would be necessary to comply with this mitigation measure if the site can be preserved in place. In this case, there would be no impacts on other resources as a result of implementing this mitigation measure. If intentional burial is required, the new burial site would be selected in consultation with the MLD, and surveyed by qualified archaeologists prior to excavation. A site would be selected that would not result in impacts on any other resource types, such as biological resources. Therefore, it is anticipated that the secondary effects of implementing this mitigation, should intentional burial be necessary, would be less than significant under CEQA.

CUL-MM#3: Other Mitigation for Effects on Pre-Contact Archaeological Sites

As a result of limited access to private properties during the environmental review phase of this project, the Authority's ability to fully identify and evaluate archaeological resources within the APE has also been limited. Thus, most of the project APE has not been subject to archaeological field inventories. Because pedestrian field surveys are a necessary component of the archaeological resource identification and evaluation effort, the commitment to complete the field surveys prior to ground-disturbing activities associated with the project is codified in the MOA that will be executed as a condition of the Final EIR/EIS.

Access to previously inaccessible properties to complete the archaeological resource identification effort is expected to be available after the ROD, during the design-build phase of the project. However, because of the design constraints associated with constructing an HSR system, the ability to shift the alignment to avoid any newly identified archaeological resources at this late phase of the project delivery process is substantially limited or unlikely, because the alignment is already established. As such, impacts on as-yet-unidentified significant archaeological resources as a result of this project are anticipated; however, the nature and quantity of such impacts remains unknown until completion of the archaeological field identification and evaluation effort.

The MOA and ATP include protocols for the identification, evaluation, treatment, and data-recovery mitigation of as-yet-unidentified archaeological resources. Efforts to develop meaningful mitigation measures for effects on as-yet-unidentified Native American archaeological resources that cannot be avoided would be negotiated with the tribal consulting parties. Measures negotiated among the MOA signatories and tribal consulting parties would be the Authority's responsibility to implement.

The mitigation measure described in this section is consistent with best practices within the professional archaeological community and is commensurate with mitigation measures for other large-scale transportation projects. This mitigation measure is anticipated to be effective because it includes specific requirements to mitigate impacts on pre-contact archaeological resources through agreed-upon measures.

If intentional burial is required, a new burial site would be selected that would not result in impacts on any other resource types, such as biological resources. Therefore, it is anticipated that the impacts of implementing this part of this mitigation measure, should intentional burial be necessary, would be less than significant under CEQA. Should sites be procured for plant gathering or ceremonial activities, or if a cultural center is developed, locations would be selected that would not affect other resource types. Educational programs, internships, and curation are examples of mitigation measures that do not result in ground-disturbing activities or property acquisition. Therefore, there would be no secondary effects on other resources as a result of implementing these aspects of this mitigation measure.

CUL-MM#4: Minimize Adverse Effects through Relocation of Historic Buildings and Structures

The Authority-prepared MOA and BETP may identify historic properties/historical resources for relocation to avoid their destruction and minimize adverse effects resulting from physical damage or alteration. The development of plans for relocation and the implementation of relocation would take place before construction within 1,000 feet of the properties. The relocation of the historic properties/historical resources would be specified in the BETP by the Authority or the PI, depending on when the location is identified, and take into account the historic site and layout (i.e., the orientation of the buildings to the cardinal directions), and their potential reuse. The contractor's qualified architectural historian, along with an interdisciplinary team of professionals as appropriate, would prepare a relocation plan that would provide for protection and stabilization of the buildings or structures before, during, and after the move, as well as measures to address inadvertent damage. The plan would be subject to review and approval by the Authority, in consultation with the MOA signatories and concurring parties. The relocation would be implemented according to the plan. As the design progresses, the Authority may determine that additional properties require this mitigation.

This mitigation measure is anticipated to be effective because it would alleviate the impact by moving the location of the historic buildings and structures to avoid demolition. Although moving a resource has the potential for impacts as well, the level of impact is much less than demolition.

Should any buildings have to be moved, a location would be selected that would affect no other resources. Therefore, other than the impacts on the moved buildings or structures, there would be no secondary effects on other resources as a result of implementing this mitigation measure. Under CEQA, moving a historical building or structure to avoid demolition is considered mitigation that would result in a less than significant impact.

CUL-MM#5: Minimize Adverse Operational or Construction Noise and Vibrations Effects

The Authority-prepared MOA and BETP would identify the historic properties/historical resources that would be subject to treatment to minimize the adverse effects caused by the operational noise of HSR trains. The manner in which each property that is subject to this mitigation would be treated would be developed in consultation with the landowner or land-owning agencies and the Authority, and specified in the BETP. The contractor is responsible for the planning and implementation of the noise abatement mitigation identified in the BETP. The Authority would approve all plans in consultation with the MOA signatories prior to their implementation. Should a noise barrier be selected as mitigation, the contractor would evaluate additional effects on the historic property. If the Authority finds the effects to be adverse in consultation with the MOA signatories and concurring parties, the Authority would develop additional mitigation measures in consultation with the signatories of the MOA. If additional effects are determined to be adverse, mitigation measures would be determined in consultation with the SHPO and MOA signatories and concurring parties and carried out by the contractor. As the design progresses, the Authority may determine that additional properties require this mitigation.

Any alterations to historic properties/historical resources would follow the SOI's guidelines and would, therefore, result in less than significant impacts. Should the measure require a noise barrier, the visual effects of the noise barrier would be analyzed to determine if its construction would result in an adverse visual effect that might be greater than the introduction of operational noise, based on effects on the property's character-defining features. If a noise barrier is determined to be the appropriate mitigation, a location would be selected that would affect no other resources. Therefore, there would be no secondary effects on other resources as a result of implementing this mitigation measure. Other than the potential effects on the sensitive noise receptors by adding a noise barrier, this mitigation would result in a less than significant impact under CEQA.

CUL-MM#6: Prepare and Submit Additional Recordation and Documentation

The Authority-prepared MOA and BETP would identify specific historical resources that the project would physically alter, damage, relocate, or destroy and that would require documentation. This documentation may consist of preparation of updated recordation forms (DPR 523), or may be consistent with the Historic American Buildings Survey (HABS), the Historic American Engineering Record (HAER), or the Historic American Landscape Survey (HALS) programs; a Historic Structure Report; or other recordation methods stipulated in the MOA and described in the BETP. The specific mitigation for each property would be determined in consultation with the MOA signatories and concurring parties. The BETP would detail the appropriate type and level of recordation for each property. The recordation undertaken by this treatment would focus on the aspect of integrity the project would affect for each historic property subject to this treatment. For example, historic properties in an urban setting that would experience an adverse visual effect would be photographed to capture exterior and contextual views; interior spaces would not be subject to recordation if they would not be affected. The BETP would specify the appropriate method of documentation for each property, resulting from consultation with the SHPO, MOA signatories, and concurring parties. Such documentation would follow the appropriate guidance for the recordation format and program selected.

Copies of the documentation would be provided to the consulting parties and offered to the appropriate local governments, historical societies and agencies, or other public repositories, such as libraries, as specified in the BETP. The documentation would also be offered in printed

and electronic form to any repository or organization to which the SHPO, the Authority, and the local agency with jurisdiction over the property, through consultation, may agree. The electronic copy of the documentation may also be placed on an agency or organization's website. As the design progresses, additional properties may be determined by the Authority as requiring documentation.

In general, photography should capture views of the historic property from multiple views, and could include reproduction of historic images, and architectural or engineering drawings as well. The contractor would complete all fieldwork necessary for photodocumentation, architectural or engineering drawings, and digital recordation through geographic information system or global positioning system, and the Authority and SHPO would approve it before project construction begins. The written data would include a narrative for the historic property that would utilize existing inventory, evaluation, and nomination documents to the extent possible.

This kind of documentation would require the contractor to engage an interdisciplinary team to adequately complete this mitigation. The team would likely be required to include, at a minimum, an architectural historian, a historian, and a photographer. Other team members may include a landscape architect or computer-aided design and drafting technician. The BETP would detail the required personnel and qualification standards for these preparers. The Authority would submit the documentation to the SHPO for review and comment. If the documentation is to follow the HABS/HAER/HALS program, consultation by the Authority with the National Park Service (NPS) would be required. The contractor's qualified team would prepare the final documentation, NPS would approve it, and the Authority would submit it to the Library of Congress. The BETP would identify the distribution of printed and electronic copies of the photodocumentation, as well as permanent archival disposition of the record, if applicable.

This mitigation measure is anticipated to be effective because it would provide additional information about the existing conditions and history of the historic property, and would provide a record of the property's history for information potential. The information could inform future public interpretation and educational activities about the property and its related historic contexts.

No ground-disturbing activities or property acquisition would be necessary to comply with this mitigation measure. Therefore, there would be no secondary effects on other resources as a result of implementing this mitigation measure.

CUL-MM#7: Prepare Interpretive or Educational Materials

The Authority-prepared MOA and BETP would identify historic properties and historical resources that would be subject to historic interpretation or preparation of educational materials. Interpretive and educational materials would address the significance of the properties that would be affected by the project. Interpretive or educational materials could include, but are not limited to, brochures, videos, websites, study guides, teaching guides, articles or reports for general publication, commemorative plaques, or exhibits. The BETP would specify the agreed-upon method of interpretation for each property, resulting from consultation with the SHPO, MOA signatories, and concurring parties. The contractor would be responsible for assembling the appropriate interdisciplinary team to fulfill this mitigation. The BETP would specify the required professionals and their qualifications.

In the preparation of the interpretive or educational materials, the contractor's team would utilize previous research included in the environmental technical documents, images, narrative history, drawings, or other material produced for other mitigation measures. The interpretive or educational materials would be made available to the public in physical or digital formats, at local libraries, historical societies, or public buildings, as specified in the BETP.

This mitigation measure is anticipated to be effective because it would preserve the history of properties affected by the project and preserve this information for posterity and educational purposes. No ground-disturbing activities or property acquisition would be necessary to comply with this mitigation measure. Therefore, there would be no secondary effects on other resources as a result of implementing this mitigation measure.

CUL-MM#8: Repair of Inadvertent Damage

The Authority-prepared MOA and BETP would identify properties subject to the preparation of plans for the repair of inadvertent damage; these plans are to be developed prior to the start of construction in the immediate proximity of the historic properties. The HSR standard IAMFs require the contractor to prepare these plans. Should any of the properties or resources be damaged as a result of construction activities, the contractor would repair them in accordance with the approved plan and with the SOI's Standards for Rehabilitation. Inadvertent damage is any damage that results in a significant impact on a historical resource within the meaning of CEQA Guidelines Section 15064.5(b)(2) or adverse effects on historic properties within the meaning of 36 C.F.R. Section 800.5(a)(1). The Authority would review and approve all repairs prior to determining that the treatment has been adequately implemented.

There may be instances where a property or resource that is damaged during construction would be better served by temporary stabilization and protection, with final repairs occurring post-construction. The Authority, in consultation with the MOA signatories, would determine if this is the preferred approach. In such a case, the contractor's interdisciplinary team would prepare plans for the temporary work, for approval by the Authority and MOA signatories prior to construction commencing in the area of the damaged property. Any emergency stabilization deemed necessary by the contractor prior to plan approval must be reversible.

This mitigation measure is anticipated to be effective because it would plan for restoration of historic features, if any inadvertent damage occurs, to their pre-construction condition such that they would continue to be observed as maintaining the character-defining features that define their significance. No ground-disturbing activities or property acquisition would be necessary to comply with this mitigation measure. Therefore, there would be no secondary effects on other resources as a result of implementing this mitigation measure.

CUL-MM#9: Visual Screening

The Authority-prepared MOA and BETP would identify historic properties and historical resources that would be subject to visual screening. Visual screening would be installed by the contractor and consist of plant material that would minimize the view of the project from the property subject to mitigation. This treatment would minimize adverse effects on historic properties and historical resources.

The contractor's interdisciplinary team of architectural historians and landscape architects would select plant species on the basis of species' mature size and shape, growth rate, appropriateness to the historic property, fire resistance, and drought tolerance. The Authority would review and approve the design and recommended plant make-up of the screen in consultation with the MOA signatories and landowner or land-owning agency. No species that are listed on the Invasive Species Council of California's list of invasive species would be planted. The contractor would arrange to have the landscaping continuously maintained for a period specified in the plan, and appropriate irrigation systems would be installed if the landscape architect determines it is needed. The plan would define the terms of replacement should the plants die.

This mitigation measure is anticipated to be effective because it would partially obscure the project components causing visual impacts in order to provide a more historically appropriate setting for the affected resources. Any alterations to historic properties/historical resources would follow the SOI's guidelines and, therefore, would result in less than significant impacts. Should a property require visual screening, the visual effects would be analyzed to determine if its planting would result in an adverse visual effect that might be greater than the introduction of the project visual impacts, based on effects on the property's character-defining features. If a plant screen is determined to be the appropriate mitigation, a location would be selected that would affect no other resources. Therefore, there would be no secondary effects on other resources as a result of implementing this mitigation measure.

CUL-MM#10: Station Design Consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties

Prior to HSR station construction adjacent to or on an NRHP or CRHR site, the contractor would prepare a historic properties compatibility report for Authority review and approval. Several HSR

stations would be constructed adjacent to or on the site of NRHP/CRHR-listed or NRHP/CRHR-eligible railroad stations, within historic districts, or in proximity to other historic properties. At the time of the RODs for each project section, the station locations would be identified; station design would be prepared post-ROD. The Authority would issue requests for qualifications (RFQ) to receive statements of qualifications (SOQ) from qualified firms (contractor) for station designs and related services. Such firms would be contracted to provide professional consultant and design services for all design stages through final design. Selected firms would be responsible for making their designs context-sensitive and meeting the SOI's standards for the treatment of historic properties. The Section 106 MOA and BETP would identify stations that require this mitigation measure, as appropriate. The MOA and BETP would also specify consultation roles of MOA signatories and interested parties in the design of the stations. At a minimum, the Authority's professionally qualified architectural historians and the SHPO would receive the opportunity to review and comment on the designs.

If the proposed location is on the site of or adjacent to historic properties, the contractor at a minimum would include on their team a professionally qualified architectural historian, and may also be required to include a historical architect, a landscape architect with experience related to historic properties, an archaeologist, or other historic preservation professionals. The Authority's professionally qualified staff would review and approve selected professionals' qualifications.

The Authority would require the contractor to provide three schemes for Authority review, including an evaluation of each scheme. The deliverables would also include drawings, such as plans, elevations, and renderings. The contractor must include in each evaluation a historic property design compatibility report prepared by a qualified architectural historian describing how the scheme is consistent with the SOI's Standards for Rehabilitation for infill designs or additions, and if any restoration or rehabilitation would be required of the historic buildings and structures and how such restoration is consistent with the SOI's Standards for Restoration. The report would reference applicable NPS Preservation Briefs, such as #14 New Exterior Additions to Historic Buildings, and discuss size, scale, and massing of the proposed project and how it would be differentiated from the historic property. It would also include application of the criteria of adverse effect (36 C.F.R. § 800.5) to each proposed scheme to ascertain that the selected design would not adversely affect historic properties. For the purposes of evaluating effects on historic properties, the contractor may be required to produce renderings that include adjacent properties. The Authority's professionally qualified staff would review and comment on the report, and they may require revision prior to transmitting it to the SHPO and other MOA signatories and consulting parties, as specified in the MOA and BETP.

This mitigation measure is anticipated to be effective because it would ascertain that any work on the historic stations would follow preservation best practices by conforming to the SOI's Standards for Rehabilitation. This measure would make future design work completed post-ROD consistent with the standards to avoid impacts on the historic stations.

No ground-disturbing activities or property acquisition would be necessary to comply with this mitigation measure. Therefore, there would be no secondary effects on other resources as a result of implementing this mitigation measure.

CUL-MM#11: Relocate Automatic Train Control Site to Avoid Demolition of 415 Illinois Avenue

Under Alternatives 1, 2, and 3, an ATC site would be built within the parcel containing 415 Illinois Avenue in San Jose. This residence is a one-story worker's cottage that is eligible for listing in the NRHP and is listed in the CRHR. Construction of the ATC site within this parcel could be accommodated only through the demolition of the historic property at 415 Illinois Avenue. Following the completion of the project design of Alternatives 1, 2, and 3, a suitable alternate location for the ATC site was identified at 365 Bird Avenue, which is near 415 Illinois Avenue and lies within the footprint of Alternatives 1, 2, and 3. In some instances the relocation of project elements to avoid the demolition of historic properties would be deemed infeasible. In contrast, the alternate site for the ATC site at 365 Bird Avenue is large enough to contain all necessary components of this project feature; the alternate site would also provide direct mid-block access to Bird Avenue. Furthermore, placement of the ATC site within the parcel containing 365 Bird

Avenue would not require the demolition of an historic property. As a result, the project design could feasibly be adjusted to move the ATC site and avoid the demolition of 415 Illinois Avenue.

With implementation of this mitigation measure, 415 Illinois Avenue would remain intact in its original location during the construction of the HSR right-of-way on viaduct, which would occur approximately 35 feet south of 415 Illinois Avenue. At this distance, the construction of the HSR viaduct would be near enough to the property that the project could result in vibration-related damage to the characteristics that qualify 415 Illinois Street for listing in the NRHP and CRHR. In order to protect the physical characteristics of 415 Illinois Avenue during HSR construction, this mitigation measure would also require the incorporation of the following project features: preparation of a pre-construction conditions assessment, plan for protection of historic built resources, and repair of inadvertent damage (CUL-IAMF#6); preparation of a BEMP (CUL-IAMF#7); and implementation of protection and/or stabilization measures (CUL-IAMF#8).

This mitigation measure is anticipated to be effective because it would relocate the project feature that would require the demolition of the historic property at 415 Illinois Avenue under Alternatives 1, 2, and 3, and would introduce project features to protect the characteristics of the property from inadvertent damage during construction of the HSR viaduct.

3.17.9 Impact Summary for NEPA Comparison of Alternatives

As described in Section 3.17.5.4, Method for Evaluating Impacts under NEPA, the impacts of project actions under NEPA are compared to the No Project Alternative when evaluating the impact of the project on the resource. The determination of impact is based on the context and intensity of the change that would be generated by construction and operation of the project. Table 3.17-7 compares the impacts of the project alternatives on cultural resources, summarizing the more detailed information provided in Section 3.17.7, Environmental Consequences.

Construction of the project may, in existing Caltrain right-of-way and new acquisition areas, result in permanent disturbance of unknown archaeological sites. Previously unidentified buried archaeological sites may not be identified through survey prior to construction because of limited access to private lands and paved areas. Once land access is available, surveys would be conducted prior to construction (CUL-IAMF#3), and access areas and laydown sites would be relocated should newly discovered sites be affected (CUL-IAMF#4). Required worker training would inform personnel how to recognize potential resources, and what actions to then take, including what to do if a monitor is not present (CUL-IAMF#2). Mitigation also is available to address disturbance of unknown archaeological sites including avoidance, evaluation, and data recovery (CUL-MM#1); unanticipated discoveries (CUL-MM#2); and other mitigation for impacts on Native American archaeological resources (CUL-MM#3).

Table 3.17-7 Comparison of Project Alternative Impacts for Cultural Resources

Impacts	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Archaeological Resources				
Impact CUL#1: Permanent Disturbance of Unknown Archaeological Sites	Possible as-yet recorded resources damaged or destroyed. Because of limited access to private lands within the APE, all alternatives have the potential to damage previously unidentified archaeological sites prior to construction or buried sites found during construction. Alternative 1 has the third largest amount of archaeologically sensitive acres including land in the existing right-of-way and new acquisition areas: General Sensitivity: 622 acres Buried Sensitivity: 3,251 acres	Possible as-yet recorded resources damaged or destroyed. Because of limited access to private lands within the APE, all alternatives have the potential to damage previously unidentified archaeological sites prior to construction or buried sites found during construction. Alternative 2 has the largest amount of archaeologically sensitive acres including land in the existing right-of-way and new acquisition areas: General Sensitivity: 683 acres Buried Sensitivity: 3,828 acres	Possible as-yet recorded resources damaged or destroyed. Because of limited access to private lands within the APE, all alternatives have the potential to damage previously unidentified archaeological sites prior to construction or buried sites found during construction. Alternative 3 has the second largest amount of archaeologically sensitive acres including land in the existing right-of-way and new acquisition areas: General Sensitivity: 625 acres Buried Sensitivity: 3,386 acres	Possible as-yet recorded resources damaged or destroyed. Because of limited access to private lands within the APE, all alternatives have the potential to damage previously unidentified archaeological sites prior to construction or buried sites found during construction. Alternative 4 has the fewest archaeologically sensitive acres including land in the existing right-of-way and new acquisition areas: General Sensitivity: 568 acres Buried Sensitivity: 2,713 acres
Impact CUL#2: Permanent Disturbance of Known Archaeological Sites	25 archaeological sites adversely affected. Of these, 10 completely or partially encompassed; 15 narrow rights-of-way or sliver acquisitions.	31 archaeological sites adversely affected. Of these, 13 completely or partially encompassed; 18 narrow rights-of-way or sliver acquisitions.	28 archaeological sites adversely affected. Of these, 12 completely or partially encompassed; 16 narrow rights-of-way or sliver acquisitions	25 archaeological sites adversely affected. Of these, 10 completely or partially encompassed; 15 narrow rights-of-way or sliver acquisitions
Impact CUL#3: Temporary Public Access and Disturbance of Archaeological Resources	None anticipated.	Same as Alternative 1.	Same as Alternative 1.	Same as Alternative 1.

Impacts	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Historic Built Resources				
Impact CUL#4: Permanent Demolition, Destruction, Relocation, or Alteration of Built Resources or Setting	7 built resources adversely affected. These include: Resource ID 0497; Resource ID 0522; Resource ID 0585; Resource ID 3001; Resource ID 3458; Resource ID 4310; Resource ID 4317 Of these, 5 built resources would be demolished, relocated, or destroyed. In most cases demolition or destruction would result from introduction of HSR right-of-way or roadway right-of-way; 1 built resource would experience compromised integrity due to the loss of character-defining features; and the setting of 1 resource would be altered by introduction of HSR right-of-way, which would change the historic context.	11 built resources adversely affected. These include: Resource ID 0141; Resource ID 0497; Resource ID 0522; Resource ID 0585; Resource ID 1863; Resource ID 1909; Resource ID 3001; Resource ID 3402; Resource ID 3458; Resource ID 4310; Resource ID 4317 Of these, 7 built resources would be demolished or destroyed. In most cases demolition would result from introduction of HSR right-of-way or roadway right-of-way; 2 built resources would experience compromised integrity due to the loss of character-defining features; and the setting of 2 resources would be altered by introduction of HSR right-of-way, which would change the historic context.	7 built resources adversely affected. These include: Resource ID 0141; Resource ID 0497; Resource ID 0522; Resource ID 0585; Resource ID 3001; Resource ID 4310; Resource ID 4317 Of these, 4 built resources would be demolished. In most cases demolition would result from introduction of HSR right-of-way or roadway right-of-way; 1 built resource would experience compromised integrity due to the loss of character-defining features; and the setting of 2 resources would be altered by introduction of HSR right-of-way, which would change the historic context.	5 built resources adversely affected. These include: Resource ID 0497; Resource ID 2127; Resource ID 3458; Resource ID 4310; Resource ID 4317 Of these, 3 built resources would be demolished. In most cases demolition would result from introduction of HSR right-of-way or roadway right-of-way; 1 built resource would experience compromised integrity due to the loss of character-defining features; and the setting of 1 resource would be altered by introduction of HSR right-of-way, which would change the historic context.
Impact CUL#5: Temporary Noise and Vibration Impacts on Built Resources Caused by Construction Activities	0 built resources adversely affected.	Same as Alternative 1.	Same as Alternative 1.	Same as Alternative 1.
Impact CUL#6: Intermittent Noise and Vibration Impacts on Built Resources Caused by Operations	0 built resources adversely affected.	Same as Alternative 1.	Same as Alternative 1.	Same as Alternative 1.

APE = area of potential effect
HSR = high-speed rail

Construction of the project may result in permanent disturbance of known archaeological sites. Thirty-five archaeological resources are known to exist in the APE. However, the continued presence of these resources within the APE has not been field verified, and it is possible that some may no longer be extant or may have been previously disturbed in a way that would make them no longer eligible for the CRHR or NRHP. Thirty-two of the known archaeological sites in the APE are unevaluated for the CRHR and NRHP, and if they are found to be extant, they will be evaluated for CRHR and NRHP eligibility. If these archaeological resources are eligible for the NRHP, the effects would be mitigated. Of the 35 archaeological resources in the APE, Alternative 2 would affect the greatest number of resources, a total of 31; Alternative 3 would affect a total of 28 sites, and Alternatives 1 and 4 would affect 25 archaeological sites. The Authority's implementation of the ATP would provide specific performance standards that avoid, minimize, or mitigate each impact to the extent possible and provide enforceable performance standards to follow the NRHP and the SOI's standards when implementing the mitigation measures. Additionally, mitigation is available to address disturbance of known pre-contact and historical archaeological sites including avoidance, evaluation, and data recovery (CUL-MM#1); protocol for the treatment of unanticipated discoveries of both pre-contact and historical archaeological sites (CUL-MM#2); and mitigation for impacts on previously unidentified Native American archaeological resources (CUL-MM#3).

Construction of the project would not result in impacts on archaeological resources because of the potential for temporary public access to the archaeological sites. Construction sites would be fenced and public access not allowed. Through the implementation of the ATP, the Authority would implement measures to limit public access during construction, including lighting, fencing, and security patrols as needed. Implementation of the ATP's access prevention requirements would therefore prevent impacts on archaeological resources.

Construction of the project would result in the permanent demolition, destruction, relocation, or alteration of built resources, the setting of the resources, or both. Surveys identified 35 historic built NRHP-listed and eligible-for-listing properties in the APE. Of these 35 built historic properties, 11 would be affected by Alternative 2, 7 would be affected by Alternative 1, 7 would be affected by Alternative 3, and 5 would be affected by Alternative 4. The properties that would be affected include single-family residences, agricultural farm or ranch properties, historic train depot complexes, and commercial or institutional properties. It is possible that additional properties surveyed and evaluated as NRHP-eligible may also experience demolition, destruction, relocation, or alteration to the property or its setting due to design changes as the design progresses during the design-build project phase. Impacts could include crossing a historic property and demolishing it, or altering the setting in a way that impairs the resource's integrity or setting. Any potential additional adverse effects would be assessed prior to construction, including consultation with MOA signatories and consulting parties. Mitigation is available to address impacts, including: relocation of an historic property to avoid demolition (CUL-MM#4), preparation and submittal of additional recordation and documentation (CUL-MM#6) should design changes result in expansion of the APE, preparation of interpretive or educational materials (CUL-MM#7), visual screening (CUL-MM#9), station design consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (CUL-MM#10), and relocation of an ATC site to avoid the demolition of 415 Illinois Avenue, an historic property (CUL-MM#11).

Project construction activities would not result in vibration impacts on built resources. Surveys identified 35 historic built NRHP-listed and eligible-for-listing properties within the APE. The relative significance of the NRHP/CRHR-listed and -eligible resources is discussed in Chapter 4. Noise occurring during construction would be temporary, and there are no NRHP- or CRHR-listed/eligible or CEQA-only built historic resources that have a quiet setting as a character-defining feature or important aspect of integrity in the APE. Analysis of potential construction-related vibration impacts determined that the most likely source of damage to historic properties would be related to pile driving within 50 feet of those properties. However, where this activity has been identified, the cast in drilled hole method would be used instead. No other manner of vibration impacts during construction were noted.

Operation of the HSR would not result in noise impacts. Surveys identified 35 historic built NRHP-listed and eligible-for-listing properties within the APE. Unless a quiet setting is considered to be a character-defining feature or an important aspect of integrity of a historic property, operational alterations to a setting, such as increased noise levels, are generally not considered a significant impact or a significant change to historic built resources. None of these historic properties have a quiet setting as a character-defining feature or important aspect of integrity. Furthermore, it is not anticipated that operational noise would lead to the abandonment of adjacent properties.

3.17.10 CEQA Significance Conclusions

As described in Section 3.17.5.5, Method for Determining Significance under CEQA, the impacts of project actions under CEQA are evaluated against thresholds to determine whether a project action would result in no impact, a less than significant impact, or a significant impact. Table 3.17-8 identifies the CEQA significance determinations for each impact described in Section 3.17.7, Environmental Consequences. A summary of the significant impacts, mitigation measures, and factors supporting the significance conclusion after mitigation follows the table.

Table 3.17-8 CEQA Significance Conclusions and Mitigation Measures for Cultural Resources

CEQA Impacts	Impact Description and CEQA Level of Significance before Mitigation	Mitigation Measure	CEQA Level of Significance after Mitigation
Impact CUL#1: Permanent Disturbance of Unknown Archaeological Sites	Significant for all four alternatives: Construction activities such as grading or excavating could disturb unknown archaeological resources.	CUL-MM#1: Mitigate Adverse Effects on Archaeological and Built Environment Resources Identified during Phased Identification and Comply with the Stipulations Regarding the Treatment of Archaeological and Built Resources in the PA and MOA CUL-MM#2: Halt Work in the Event of an Archaeological Discovery, and Comply with the PA, MOA, ATP, and all State and Federal Laws, as Applicable CUL-MM#3: Other Mitigation for Effects on Pre-Contact Archaeological Sites	Less than Significant

CEQA Impacts	Impact Description and CEQA Level of Significance before Mitigation	Mitigation Measure	CEQA Level of Significance after Mitigation
Impact CUL#2: Permanent Disturbance of a Known Archaeological Site	Significant for all four alternatives: Construction activities such as grading or excavating could disturb known archaeological resources.	CUL-MM#1: Mitigate Adverse Effects on Archaeological and Built Environment Resources Identified during Phased Identification and Comply with the Stipulations Regarding the Treatment of Archaeological and Built Resources in the PA and MOA CUL-MM#2: Halt Work in the Event of an Archaeological Discovery, and Comply with the PA, MOA, ATP, and all State and Federal Laws, as Applicable CUL-MM#3: Other Mitigation for Effects on Pre-Contact Archaeological Sites	Less than Significant
Impact CUL#3: Temporary Public Access and Disturbance of Archaeological Resources	Less than significant for all four alternatives: Design characteristics of the project alternatives would preclude public access to the HSR right-of-way and, subsequently, to potential archaeological sites. Therefore, construction of the project alternatives would not result in impacts on an archaeological resource.	No mitigation measures are required.	N/A

CEQA Impacts	Impact Description and CEQA Level of Significance before Mitigation	Mitigation Measure	CEQA Level of Significance after Mitigation
Impact CUL#4: Permanent Demolition, Destruction, Relocation, or Alteration of Built Resources or Setting	Significant for all four alternatives: Construction activities would materially impair multiple historic built resources and/or their setting through the introduction of a new rail corridor and the expansion of existing rail tracks	CUL-MM#1: Mitigate Adverse Effects on Archaeological and Built Environment Resources Identified during Phased Identification and Comply with the Stipulations Regarding the Treatment of Archaeological and Built Resources in the PA and MOA CUL-MM#4: Relocate Historic Buildings and Structures CUL-MM#6: Prepare and Submit Additional Recordation and Documentation CUL-MM#7: Prepare Interpretive or Educational Materials CUL-MM#10: Station Design Consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties CUL-MM#11: Relocate Automatic Train Control Site to Avoid Demolition of 415 Illinois Avenue	Significant and Unavoidable
Impact CUL#5: Temporary Noise and Vibration Impacts on Built Resources Caused by Construction Activities	No impact	No mitigation measures are required	No Impact
Impact CUL#6: Intermittent Noise and Vibration Impacts on Built Resources Caused by Operations	No impact	No mitigation measures are required	No Impact

CEQA = California Environmental Quality Act
N/A = not applicable

This section summarizes the impacts of the project alternatives and compares them to the anticipated impacts of the No Project Alternative. The Merced to Fresno Final EIR/EIS concluded that development of the HSR system would result in impacts on cultural resources. Implementing the project alternatives could also result in impacts on cultural resources from construction activities. These impacts vary between the four alternatives. The following analysis of alternatives addresses construction impacts and operational impacts.

Impact CUL#1: Permanent Disturbance of Unknown Archaeological Sites

There would be a significant impact under CEQA because all four alternatives have the potential to encounter and damage as-yet-unknown archaeological sites. Because of the unknown nature, size, and significance of these resources, it is not possible to state which alternative would have the most impact. Archaeological sites could be identified within the APE during survey, or

previously unidentified buried archaeological sites could be found during construction. Pre-construction phased identification surveys would take place as parcel access is acquired. Damaging or destroying an archaeological site reduces the site's integrity, and reduces or eliminates the site's ability to provide important scientific information, which diminishes the site's integrity. This would result in a significant impact under CEQA.

The Authority would implement mitigation measures to minimize the impacts on unknown archaeological resources. CUL-MM#1 would require mitigation of significant impacts on sites found during these surveys, including site avoidance if feasible, evaluation, and data recovery if necessary. CUL-MM#2 specifies procedures and protocols to be followed in the event of unanticipated discoveries during construction, including stopping work, preservation of the discovery until evaluated by a qualified archaeologist, and treatment of human remains as required by law. CUL-MM#3 would require consultation efforts to develop meaningful mitigation measures for impacts on as-yet-unidentified Native American archaeological resources that cannot be avoided to be negotiated with the tribal consulting parties. These actions would reduce or eliminate impacts on unknown archaeological resources.

Implementation of these mitigation measures would reduce the impacts on unknown archaeological resources during project construction. Therefore, the impact would be less than significant.

Impact CUL#2: Permanent Disturbance of Known Archaeological Sites

There would be a significant impact under CEQA for all four alternatives. Thirty-five archaeological resources are known to exist in the APE, although the continued presence of these resources in the APE has not been field verified or evaluated for significance. Of the 35 archaeological resources, Alternative 2 would affect the greatest number of resources, a total of 30. Alternatives 3 and 4 would affect 24 sites, and Alternative 1 would affect 23 archaeological sites. Grading or excavation for construction could damage or destroy these archaeological sites, eliminating the site's ability to provide important scientific information, which diminishes the site's integrity.

The Authority would survey areas prior to work (CUL-MM#1) and implement the ATP (CUL-MM#2), which provides specific performance standards so that each impact would be avoided, minimized, or mitigated to the extent possible and provide enforceable performance standards to follow the NRHP and the SOI's standards when implementing the mitigation measures. Specifically, the ATP would focus on the treatment of known and unknown archaeological resources, and would require the phased identification, evaluation, and mitigation of archaeological resources determined eligible and located in the APE.

Implementation of the ATP would reduce or eliminate impacts on known archaeological resources for all four alternatives. Therefore, the impact would be less than significant.

Impact CUL#4: Permanent Demolition, Destruction, Relocation, or Alteration of Built Resources or Setting

There would be significant impacts under CEQA for all four alternatives because construction activities would materially impair multiple historic built resources, their settings, or both through the introduction of a new rail corridor, new roads, and the expansion of existing rail tracks and roads. The Authority conducted historic architectural surveys that identified 35 historic built resources listed or eligible for listing in the NRHP/CRHR within the APE, and an additional 13 properties considered to be CEQA-only properties. The relative significance of the NRHP-listed and -eligible resources is discussed in Chapter 4. Of these 48 historic built resources, 16 would be adversely affected by a significant impact from at least one of the four alternatives. The built historic resources that would be affected include single-family residences, agricultural farm or ranch properties, historic train depot complexes, and commercial or institutional properties. It is possible that additional properties surveyed and evaluated as NRHP-eligible during phased identification may also experience demolition, destruction, relocation, or alteration to the property or its setting due to design changes as the design progresses during the design-build project phase.

Project features would minimize temporary construction impacts resulting from construction activities, and they would not be significant. Significant impacts from permanent construction would occur from introduction of new HSR right-of-way, roadway right-of-way, and development of new stations. The Authority would implement mitigation measures to reduce significant impacts, but significant impacts would remain. This section describes these impacts by alternative, and Table 3.17-9 describes the impacts by resource.

Alternative 1

Alternative 1 would result in significant impacts under CEQA on 10 built resources. Of these, construction of the project would demolish or substantially alter eight built resources. In most cases demolition or destruction would result from introduction of HSR right-of-way or roadway right-of-way. Introduction of the HSR right-of-way within the historic setting would affect two resources. Because the historic setting of these resources is considered a character-defining feature, the change in setting would be a significant impact.

The Authority would implement mitigation measures to minimize impacts on cultural resources. Pending concurrence with consulting parties, CUL-MM#4 would require a relocation plan to be prepared and implemented for resources that the alternative would demolish. CUL-MM#4 would be applied to resources where it appears that the resource could feasibly be relocated without degradation of its integrity of setting, design, materials, workmanship, feeling, and association. In all cases, CUL-MM#6 would be applied to require that the property be fully documented prior to construction to record the character-defining features, and CUL-MM#7 would be applied to provide for the creation of interpretive materials using documentation prepared under CUL-MM#6. Additionally, CUL-MM#10 would require that new station facilities be designed in a manner consistent with the SOI's Standards for Rehabilitation, and CUL-MM#11 would relocate an ATC site away from the location of a historical resource, 415 Illinois Avenue, and would prevent the resource's demolition. While these mitigation measures would alleviate some of the impacts on the resources by documenting and interpreting their history, requiring that new station designs conform to the SOI's Standards for Rehabilitation, and moving project features when feasible, these measures would not fully mitigate for demolition or destruction of historical resources and their character-defining features or the alteration to the resources' settings. Exceptions include 415 Illinois Street (Resource ID 0585) and the Cozzi Family Property (Resource ID 4317), for which impacts would be reduced to a less than significant level with the implementation of mitigation. Therefore, the impacts of Alternative 1 would be significant and unavoidable for eight historic built resources.

Alternative 2

Alternative 2 would result in significant impacts under CEQA on 15 built resources. Of these, construction of the project would demolish or substantially alter 13 built resources. In most cases demolition or destruction would result from introduction of HSR right-of-way or roadway right-of-way. Introduction of the HSR right-of-way would affect the historic setting of two resources. Because the historic setting of these resources is considered a character-defining feature, the change in setting would be a significant impact.

The Authority would implement the same mitigation measures to minimize impacts on cultural resources as described under Alternative 1. These measures would not fully mitigate for demolition or destruction of most of the historic resources and their character-defining features or the alteration to the resources' settings. Exceptions are 415 Illinois Street (Resource ID 0585), Barnhart House (Resource ID 1909), and Cozzi Family Property (Resource ID 4317), for which impacts would be mitigated to a less than significant level with the implementation of mitigation. Therefore, the impacts of Alternative 2 would be significant and unavoidable for 12 historic built resources.

Alternative 3

Alternative 3 would result in significant impacts under CEQA on nine built resources. Of these, construction of the project would demolish or substantially alter six built resources. In most cases, introduction of HSR right-of-way or roadway right-of-way would result in demolition or destruction. Introduction of the HSR right-of-way within the resource's historic setting would affect three resources. Because the historic setting of these resources is considered a character-defining feature, the change in setting would be a significant impact.

Table 3.17-9 CEQA Significance Conclusions for Impact CUL#4: Permanent Demolition, Destruction, Relocation, or Alteration of Built Resources or Setting

Resource and ID #	Impact Description and CEQA Level of Significance	Mitigation Measure(s)	CEQA Level of Significance after Mitigation
NRHP/CRHR Listed and Eligible for Listing Resources			
Santa Clara Railroad Historical Complex (Santa Clara Depot) (Resource ID 0141)	Significant under Alternatives 2 and 3. Construction of the HSR right-of-way would substantially degrade the historic setting of the resource and its contributing buildings.	CUL-MM#6: Prepare and Submit Additional Recordation and Documentation CUL-MM#7: Prepare Interpretive or Educational Materials CUL-MM#10: Station Design Consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties	Significant and Unavoidable
Southern Pacific Depot District (Hiram Cahill Depot/Diridon Station) (Resource ID 0497)	Significant under all four alternatives. Construction of modern multistory station infrastructure to the north and west of the existing Southern Pacific Depot would materially impair the property's ability to convey its significance as an Italian Renaissance Revival style railroad depot complex of high artistic value with a 1932–1935 period of significance.	CUL-MM#6: Prepare and Submit Additional Recordation and Documentation CUL-MM#7: Prepare Interpretive or Educational Materials CUL-MM#10: Station Design Consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties	Significant and Unavoidable
Sunlite Baking Company (Resource ID 0522)	Significant under Alternatives 1, 2, and 3. Construction activities would require the demolition of the resource and would materially impair characteristics that qualify it for listing in the CRHR.	CUL-MM#6: Prepare and Submit Additional Recordation and Documentation CUL-MM#7: Prepare Interpretive or Educational Materials	Significant and Unavoidable
415 Illinois Avenue (Resource ID 0585)	Significant under Alternatives 1, 2, and 3. Construction activities would require the demolition of the resource and would materially impair characteristics that qualify it for listing in the CRHR.	CUL-MM#11: Relocate Automatic Train Control Site to Avoid Demolition of 415 Illinois Avenue	Less than Significant with Mitigation

Resource and ID #	Impact Description and CEQA Level of Significance	Mitigation Measure(s)	CEQA Level of Significance after Mitigation
Stevens/Fisher House (Resource ID 1863)	Significant under Alternative 2. Construction of the new road right-of-way and demolition of the residence and contributing outbuilding would materially impair characteristics that qualify the resource for listing in the CRHR.	CUL-MM#6: Prepare and Submit Additional Recordation and Documentation CUL-MM#7: Prepare Interpretive or Educational Materials	Significant and Unavoidable
Barnhart House (Resource ID 1909)	Significant under Alternative 2. Construction of the new road right-of-way and demolition of the resource and would materially impair characteristics that qualify it for listing in the CRHR.	CUL-MM#4: Relocate Historic Buildings and Structures CUL-MM#6: Prepare and Submit Additional Recordation and Documentation CUL-MM#7: Prepare Interpretive or Educational Materials	Less than Significant with Mitigation
Madrone Underpass (Resource ID 2127)	Significant under Alternative 4. Construction of the HSR right-of-way and demolition of the resource would materially impair characteristics that qualify it for listing in the CRHR.	CUL-MM#6: Prepare and Submit Additional Recordation and Documentation CUL-MM#7: Prepare Interpretive or Educational Materials	Significant and Unavoidable
San Martin Winery (Resource ID 3001)	Significant under Alternatives 1, 2, and 3. Construction of the HSR right-of-way and demolition of the resource would materially impair characteristics that qualify it for listing in the CRHR.	CUL-MM#6: Prepare and Submit Additional Recordation and Documentation CUL-MM#7: Prepare Interpretive or Educational Materials	Significant and Unavoidable
IOOF Orphanage Home (Resource ID 3402)	Significant under Alternative 2. Construction of a drainage pump station would degrade the resource's historic landscape character and would materially impair characteristics that qualify it for listing in the CRHR.	CUL-MM#6: Prepare and Submit Additional Recordation and Documentation CUL-MM#7: Prepare Interpretive or Educational Materials	Significant and Unavoidable
Live Oak Creamery (Resource ID 3458)	Significant under Alternatives 1, 2, and 4. Construction of the permanent HSR right-of-way would require the demolition of the resource, which would materially impair characteristics that qualify it for listing in the CRHR.	CUL-MM#6: Prepare and Submit Additional Recordation and Documentation CUL-MM#7: Prepare Interpretive or Educational Materials	Significant and Unavoidable

Resource and ID #	Impact Description and CEQA Level of Significance	Mitigation Measure(s)	CEQA Level of Significance after Mitigation
Negra Ranch (Resource ID 4310)	Significant under all four alternatives. The introduction of an adjacent elevated viaduct would degrade the resource's rural agricultural setting and would materially impair characteristics that qualify it for listing in the CRHR.	CUL-MM#6: Prepare and Submit Additional Recordation and Documentation CUL-MM#7: Prepare Interpretive or Educational Materials	Significant and Unavoidable
Cozzi Family Property (Resource ID 4317)	Significant under all four alternatives. Construction of the viaduct would require demolition of the resource and would materially impair characteristics that qualify it for listing in the CRHR.	CUL-MM#4: Relocate Historic Buildings and Structures CUL-MM#6: Prepare and Submit Additional Recordation and Documentation CUL-MM#7: Prepare Interpretive or Educational Materials	Less than Significant with Mitigation
CEQA-Only Resources			
75 South Autumn Street (Resource ID 0566)	Significant under all four alternatives. Construction of the new HSR right-of-way would require the demolition of the resource and would materially impair characteristics that qualify it as a CEQA resource.	CUL-MM#6: Prepare and Submit Additional Recordation and Documentation CUL-MM#7: Prepare Interpretive or Educational Materials	Significant and Unavoidable
Coyote Depot Complex (Resource ID 1808)	Significant under Alternative 2. Construction of the new HSR right-of-way would require the demolition of the resource and would materially impair characteristics that qualify it as a CEQA resource.	CUL-MM#6: Prepare and Submit Additional Recordation and Documentation CUL-MM#7: Prepare Interpretive or Educational Materials	Significant and Unavoidable
Cribari Winery (Resource ID 2044)	Significant under Alternative 2. Movement of Monterey Road to the east to accommodate the HSR right-of-way would require the demolition of the resource and would materially impair characteristics that qualify it as a CEQA resource.	CUL-MM#6: Prepare and Submit Additional Recordation and Documentation CUL-MM#7: Prepare Interpretive or Educational Materials	Significant and Unavoidable

Resource and ID #	Impact Description and CEQA Level of Significance	Mitigation Measure(s)	CEQA Level of Significance after Mitigation
St. Stephen's School (Resource ID 3586)	Significant under Alternatives 1 and 2. Construction of new HSR right-of-way on either viaduct or embankment would result in the demolition of the resource and would materially impair characteristics that qualify it as a CEQA resource.	CUL-MM#6: Prepare and Submit Additional Recordation and Documentation CUL-MM#7: Prepare Interpretive or Educational Materials	Significant and Unavoidable

CEQA = California Environmental Quality Act
CRHR = California Register of Historical Resources
HSR = high-speed rail

The Authority would implement the same mitigation measures to minimize impacts on cultural resources as described under Alternative 1. These measures would not fully mitigate for demolition or destruction of most of the historic resources and their character-defining features or the alteration to the resources' settings. Exceptions are 415 Illinois Street (Resource ID 0585) and Cozzi Family Property (Resource ID 4317), for which impacts would be mitigated to a less than significant level with the implementation of mitigation. Therefore, the impacts of Alternative 3 would be significant and unavoidable for seven historic built resources.

Alternative 4

Alternative 4 would result in significant impacts under CEQA on six built resources. Of these, construction of the project would demolish or substantially alter five built resources. In most cases, introduction of HSR right-of-way or roadway right-of-way would result in demolition or destruction. Introduction of the HSR right-of-way in the resource's historic setting would affect one resource. Because the historic setting of these resources is considered a character-defining feature, the change in setting would be a significant impact.

The Authority would implement the same mitigation measures to minimize impacts on cultural resources as described under Alternative 1. These measures would not fully mitigate for demolition or destruction of most of the historic resources and their character-defining features or the alteration to the resources' settings. The one exception is the Cozzi Family Property (Resource ID 4317), for which the impact would be mitigated to a less than significant level with the implementation of mitigation. Therefore, the impacts of Alternative 4 would be significant and unavoidable for five historic built resources.

Comparison of Alternatives

Construction of the alternatives would cause permanent impacts on historic built resources resulting from physical changes to character-defining features and the seven aspects of integrity, location, design, setting, materials, workmanship, feeling, and association. In general, permanent construction impacts are greater where the HSR right-of-way is present, and where the scale of the HSR track and systems dominates the existing landscape.

As articulated in Table 3.17-6, the following mitigation measures would be applied as appropriate and in consultation with consulting parties, to affected historic built resources in the APE:

- CUL-MM#4
- CUL-MM#6
- CUL-MM#7
- CUL-MM#10
- CUL-MM#11

With the application of mitigation measures, three of the 16 historic built resources with identified impacts can be fully mitigated to a less than significant level. As such, under CEQA, 13 of the historical resources have impacts that are significant and unavoidable. Most significant impacts from permanent construction would be from demolition resulting from introduction of HSR right-of-way or roadway right-of-way. The greatest volume of significant impacts would occur under Alternative 2 (12 significant, unavoidable impacts under CEQA), fewer under Alternative 1 (eight significant, unavoidable impacts), the second fewest under Alternative 3 (seven significant, unavoidable impacts), and the fewest under Alternative 4 (five significant, unavoidable impacts). Overall, the construction impacts would be similar among all alternatives, but would occur in greater volume in Alternative 2. The impacts of each alternative can also be characterized in terms of the relative value of the resources that would be affected. Chapter 4 presents discussion of the affected NRHP-listed and -eligible properties' relative values by alternative for the purposes of analysis under Section 4(f). The relative values of CEQA-only historical resources are not discussed in Chapter 4.

NRHP/CRHR-Listed and Eligible-for-Listing Resources

The following section describes the standard mitigation measures that would be applied to historical resources experiencing a significant impact as a result of the project. All measures identified herein may not be applied; the consultation process would support identification of mitigation measures most relevant for resolving adverse effects. Additional mitigation measures may be developed for historic properties listed in or eligible for the NRHP, as negotiated by the Authority and consulting parties during Section 106 consultation.

Santa Clara Railroad Historical Complex (Santa Clara Depot) (Resource ID 0141)

Alternatives 2 and 3 would have a significant impact under CEQA because construction of the HSR right-of-way would degrade the historic setting of the resource and its contributing buildings. Alternatives 2 and 3 would result in a change in setting from a railroad complex with at-grade tracks to an elevated track structure above the existing complex. These changes would materially impair characteristics that qualify the resource for listing in the CRHR.

The Authority would implement mitigation measures to minimize impacts on cultural resources. CUL-MM#6 would require that new or updated documentation be prepared for the property prior to construction to record the existing conditions of the depot complex contributors and its setting, which would be altered under Alternatives 2 and 3. CUL-MM#7 would require the creation of an interpretive exhibit about the history of the depot, including its historical operations with the support of the Control Tower, Maintenance-of-Way Speeder Shed, Maintenance-of-Way Section Tool House, and associated features. Using the documentation prepared under CUL-MM#6, a qualified historian and designer would craft a public exhibition documenting the significant history of the property.

CUL-MM#10 acknowledges that the station design would be prepared post-ROD. The Authority would issue RFQs to receive SOQs from qualified firms (contractor) for station designs and related services. Such firms would be contracted to provide professional consultant and design services for all design stages through final design. Selected firms would be responsible for making their designs context-sensitive and meeting the SOI's standards for the treatment of historic properties.

Application of CUL-MM#6, CUL-MM#7, and CUL-MM#10 would provide mitigation for the adverse effects on the resource's setting by documenting the heritage embodied in the property and presenting this documentation for public consumption. These mitigation measures would alleviate some of the impact on the resource by documenting and interpreting its history, but would not compensate for the substantial change in its setting due to the construction of the elevated HSR track structure. Therefore, the impact would be significant and unavoidable.

Southern Pacific Depot District (Hiram Cahill Depot/Diridon Station) (Resource ID 0497)

Alternatives 1, 2, 3, and 4 would have a significant impact under CEQA because the construction of modern multistory station infrastructure to the north and west of the existing SPRR Depot would materially impair the property's ability to convey its significance as an Italian Renaissance

Revival style railroad depot of high artistic value with a 1932–1935 period of significance. While the project proposes reuse of the existing depot, it would demolish character-defining features located within the historic property boundary, including the annex. In addition, under Alternatives 1, 2, and 3 the project would alter the historic setting of the contributing Santa Clara underpass through the introduction of aerial tracks above the existing track and systems; under all alternatives, the project would construct a new HSR station building adjacent to the existing primary station building, as well as a new raised concourse that provides access to new HSR platforms. The project would cause a substantial adverse change in the significance of the resource because the demolition of character-defining features and degradation of the resource's historic setting would materially impair characteristics that qualify it for listing in the CRHR.

The Authority would implement mitigation measures to minimize impacts on cultural resources. CUL-MM#6 would require that updated documentation be prepared for the property prior to construction to record the existing conditions of the depot complex, specifically its setting and character-defining features (such as the car cleaner's shack, iron fence, and below-grade concourse) that would be demolished or altered under all four alternatives. HABS photographs and drawings have previously been prepared for the Diridon Station water tower, which was subsequently demolished. The existing HABS photographs and drawings do not document the character-defining features and setting of the station that would be altered by these alternatives. CUL-MM#7 would require the creation of an interpretive exhibit about the history of the depot, including the annex and associated features. Using the documentation prepared under CUL-MM#6, a qualified historian and designer would craft a public exhibition documenting the significant history of the property. These mitigation measures would alleviate some of the impact on the resource by documenting and interpreting its history, but would not compensate for the loss of character-defining features of the depot and substantial change in its setting.

CUL-MM#10 acknowledges that the station design would be prepared post-ROD. The Authority would issue RFQs to receive SOQs from qualified firms (contractor) for station designs and related services. Such firms would be contracted to provide professional consultant and design services for all design stages through final design. Selected firms would be responsible for making their designs context-sensitive and meeting the SOI's standards for the treatment of historic properties. CUL-MM#10 would make station design conform with the SOI's standards.

Application of CUL-MM#6, CUL-MM#7, and CUL-MM#10 would provide some mitigation for the adverse effects on the resource by documenting and interpreting its history, but would not fully mitigate for the loss of character-defining features of the resource, nor the degradation of the historic setting of the contributing Santa Clara underpass. While CUL-MM#10 would make the design of the new HSR station compliant with the SOI's standards, the demolition of several contributing features within the historic property boundary would result in a substantial change to the setting and association of the depot and Santa Clara underpass. Therefore, the impact would be significant and unavoidable.

Sunlite Baking Company (Resource ID 0522)

Alternatives 1, 2, and 3 would have a significant impact under CEQA because construction activities would require the demolition of the resource and would materially impair characteristics that qualify it for listing in the CRHR. The Authority would implement mitigation measures to compensate for the loss of the resource. CUL-MM#6 would require documentation of the building prior to construction to fully capture the architectural quality of the resource as a distinctive example of the Art Moderne architectural style interpreted for an industrial production facility. CUL-MM#7 would require the creation of an interpretive exhibit about the history of the resource and its architecture. Using the documentation prepared under CUL-MM#6, a qualified historian and designer would craft a public exhibition documenting the significant history of the resource. Application of CUL-MM#4 was considered. However, because of the Sunlite Baking Company's large footprint and concrete construction, it does not appear that relocation of the building would be effective in avoiding material impairment to the significance of the resource.

Application of CUL-MM#6 and CUL-MM#7 would provide some mitigation for the adverse effects on the resource by documenting the heritage embodied in the resource and presenting this

documentation for public consumption, which in effect keeps the heritage of the resource alive through public education. However, because the construction of the alternatives would physically destroy the resource, no project features or mitigation measures could reduce the level of impact. Therefore, the impact would be significant and unavoidable.

415 Illinois Avenue, San Jose (Resource ID 0585)

Alternatives 1, 2, and 3 would have a significant impact under CEQA because construction activities would require demolition of the resource and would materially impair characteristics that qualify it for listing in the CRHR. The Authority would implement mitigation measures to attempt to avoid the loss of the resource. CUL-MM#11 allows the ATC site at 415 Illinois Avenue to be moved to an alternate site at 365 Bird Avenue. Relocation of the ATC site to 365 Bird Avenue has been evaluated as feasible for the project design; in this location, construction of the ATC site would not require the removal of a historical resource. Because 415 Illinois Avenue would remain in its current location during construction of the HSR viaduct in its vicinity, CUL-MM#11 also requires the implementation of measures that would protect the physical characteristics of 415 Illinois Avenue from inadvertent damage caused by construction-related vibration.

Application of CUL-MM#11 would provide mitigation for the adverse effects on the resource by avoiding its demolition and protecting it from inadvertent damage during HSR construction. CUL-MM#11 would not cause material impairment to the significance of the resource because it would remain in its current location and would continue to convey its significant architecture under Criteria C/3 as a good example of a 19th-century workers' cottage. With the application of CUL-MM#11 to avoid demolition of 415 Illinois Avenue as a result of HSR construction, the impact would be reduced to less than significant.

Stevens/Fisher House (Resource ID 1863)

Alternatives 1 and 3 would have a significant impact under CEQA because the relocation of Monterey Road into the historic resource boundary and the placement of the 50-foot-tall viaduct adjacent to the resource would degrade the resource's integrity of setting and association and would materially impair characteristics that qualify it for listing in the CRHR. The Authority would implement mitigation measures to compensate for the degradation of the resource's setting. CUL-MM#6 would require that the resource be fully documented prior to construction to record the character-defining features of the resource and its setting. CUL-MM#7 would provide for the creation of an interpretive exhibit about the history of the resource and its role in the early settlement and residential development in the Coyote Valley. Using the documentation prepared under CUL-MM#6 and for similar properties, a qualified historian and designer would craft a public exhibition documenting the significant history of the resource within Coyote Valley. Application of CUL-MM#9 was considered. However, because the HSR viaduct would be in proximity to the Stevens/Fisher House and would be visible from horizon to horizon when viewed from the resource, the introduction of vegetative screening materials either surrounding the HSR viaduct or surrounding the resource would itself substantially change the setting of the resource to the extent that its significance would be materially impaired. Application of CUL-MM#6 and CUL-MM#7 would provide some mitigation for the adverse effects on the resource by documenting the historic relationship of the resource to its surrounding rural agricultural context and its association with early residential development in Coyote Valley, but would not fully compensate for the degradation of the resource's rural setting and change in views from the resource to the adjacent agricultural landscape. Therefore, the impact would be significant and unavoidable.

Alternative 2 would have a significant impact under CEQA because construction of the new road right-of-way and demolition of the residence and contributing outbuilding would materially impair characteristics that qualify the resource for listing in the CRHR. The Authority would implement mitigation measures to compensate for the loss of the resource. CUL-MM#6 would require that the resource be fully documented prior to construction to record the character-defining features of the resource and its setting. CUL-MM#7 would provide for the creation of an interpretive exhibit about the history of the resource and its role in the early settlement and residential development in the Coyote Valley. Using the documentation prepared under CUL-MM#6 and for similar properties, a qualified historian and designer would craft a public exhibition documenting the significant history of the resource within Coyote Valley. Application of CUL-MM#4 was

considered. However, because the Stevens/Fisher House is significant under NRHP/CRHR Criteria A/1 for its association with the early settlement of the Coyote Valley, removing the resource from its historic location would substantially diminish its historic integrity and would not be effective in avoiding material impairment to the resource's significance.

Application of CUL-MM#6 and CUL-MM#7 would provide some mitigation for the adverse effects on the resource by documenting the heritage embodied in the resource and presenting this documentation for public consumption, which in effect keeps the heritage of the resource alive through public education. However, because the construction of the alternative would physically destroy the resource, no project features or mitigation measures could reduce the level of impact. Therefore, the impact would be significant and unavoidable.

Barnhart House (Resource ID 1909)

Alternative 2 would have a significant impact under CEQA because construction of the new road right-of-way and demolition of the resource would materially impair characteristics that qualify it for listing in the CRHR. The Authority would implement mitigation measures to avoid the loss of the resource. CUL-MM#4 would require the preparation and implementation of a relocation plan. Given the resource's wood-frame construction and relatively small scale, it appears feasible to relocate the Barnhart House without causing permanent damage that would diminish its integrity of design, materials, and workmanship. CUL-MM#4 also specifies that the relocation plan would move the residence to a new site that is compatible with the resource's existing rural setting and placement/orientation on its lot, such that its integrity of setting and feeling would be retained. The relocation plan would also require that a recipient site for the Barnhart House be chosen so that the relocated residence would not degrade the setting of other historical resources. In consideration of the residence's rural setting, the feasibility of relocating the Barnhart House to a suitable recipient site is high. CUL-MM#6 would require that updated documentation be prepared for the property prior to construction to record the existing conditions of the residence, specifically its historic location and setting that would no longer form the physical context of the resource after it is relocated. CUL-MM#7 would require the creation of an interpretive exhibit about the history of the residence. Using the documentation prepared under CUL-MM#6, a qualified historian and designer would craft a public exhibition documenting the significant history of the property.

Application of CUL-MM#4, CUL-MM#6, and CUL-MM#7 would provide mitigation for the adverse effects on the resource by avoiding demolition through relocating the residence to a new site without substantially degrading its integrity, documenting its current setting, and presenting this documentation for public consumption. Although relocation of the Barnhart House would permanently remove the resource from its historic location, the application of CUL-MM#4 would not cause material impairment to the significance of the resource because in its new location it would continue to convey its significance under NRHP/CRHR Criteria C/3 as a distinguished rural residence. With the application of mitigation measures to avoid demolition as a result of HSR construction, and documentation of the resource completed prior to construction, the impact would be reduced to less than significant.

Madrone Underpass (Resource ID 2127)

Alternative 4 would have a significant impact under CEQA because construction activities would require the demolition of the resource and would materially impair characteristics that qualify it for listing in the CRHR. The Authority would implement mitigation measures to compensate for the loss of the resource. CUL-MM#6 would require that the resource be fully documented prior to construction to record the character-defining features of the resource and its setting. CUL-MM#7 would provide for the creation of an interpretive exhibit about the design and history of the resource and its role in transportation development in the Coyote Valley. Using the documentation prepared under CUL-MM#6 and for similar properties, a qualified historian and designer would craft a public exhibition documenting the significant history of the resource. Application of CUL-MM#4 was considered; however, because of the Madrone underpass's concrete construction and specialized function, which would limit feasible recipient sites, it does not appear that relocation of the structure would be effective in avoiding material impairment to the significance of the resource.

Application of CUL-MM#6 and CUL-MM#7 would provide some mitigation for the adverse effects on the resource by documenting the heritage embodied in the resource and presenting this documentation for public consumption, which in effect keeps the heritage of the resource alive through public education. However, because the construction of the alternative would physically destroy the resource, no project features or mitigation measures could reduce the level of impact. Therefore, the impact would be significant and unavoidable.

San Martin Winery (Resource ID 3001)

Alternatives 1, 2, and 3 would have a significant impact under CEQA because construction of the HSR right-of-way and demolition of the resource would materially impair characteristics that qualify it for listing in the CRHR. The Authority would implement mitigation measures to compensate for the loss of the resource. CUL-MM#6 would require that resource be further documented for its significant architectural quality as an example of the Spanish Eclectic style and for its historic character as a significant winery in Santa Clara County. CUL-MM#7 would provide for the creation of an interpretive exhibit about the history of the resource and its role within the larger agricultural industry in area. Using the documentation prepared under CUL-MM#6, a qualified historian and designer would craft a public exhibition documenting the significant history of the resource within Santa Clara County. Application of CUL-MM#4 was considered. However, because the San Martin Winery is significant under NRHP/CRHR Criteria A/1 for its association with the agricultural development of the Santa Clara Valley, and because the complex comprises numerous buildings and landscape features that could not feasibly be relocated while retaining its historic spatial organization, removing the resource from its historic location would substantially diminish the resource's historic integrity and would not be effective in avoiding material impairment to its significance.

Application of CUL-MM#6 and CUL-MM#7 would provide some mitigation for the adverse effects on the resource by documenting heritage embodied in the resource, which in effect keeps the heritage of the resource alive through public education. However, because the construction of the alternatives would physically destroy the resource, no project features or mitigation measures could reduce the level of impact. Therefore, the impact would be significant and unavoidable.

IOOF Orphanage Home (Resource ID 3402)

Alternative 2 would have a significant impact under CEQA because construction of a drainage pump station within the boundary of the resource and changes within its setting would materially impair characteristics that qualify it for listing in the CRHR. The Authority would implement mitigation measures to compensate for the degradation of the resource's integrity. CUL-MM#6 would require that the resource be further documented for its significant architectural and landscape quality as a designed campus containing distinguished Spanish Revival–style buildings and for its historic character as a significant social institution in Gilroy affiliated with the IOOF. CUL-MM#7 would provide for the creation of an interpretive exhibit about the history of the resource and its role within the development of the Gilroy area. Using the documentation prepared under CUL-MM#6, a qualified historian and designer would craft a public exhibition documenting the significant history of the resource in Gilroy and southern Santa Clara County.

Application of CUL-MM#6 and CUL-MM#7 would provide some mitigation for the adverse effects on the resource by documenting heritage embodied in the resource, which in effect keeps the heritage of the resource alive through public education. However, because the construction of the alternatives would disrupt the historic landscape characteristics of the resource and would degrade its setting, no project features or mitigation measures could reduce the level of impact. Therefore, the impact would be significant and unavoidable.

Live Oak Creamery (Resource ID 3458)

Under Alternatives 1, 2, and 4, construction of the permanent HSR right-of-way would require the demolition of the resource, which would materially impair characteristics that qualify it for listing in the CRHR. The Authority would implement mitigation measures to compensate for the loss of the resource. CUL-MM#6 would require that new or updated documentation be prepared for the property prior to construction to record the existing conditions of the depot complex and its setting. CUL-MM#7 would provide for the creation of an interpretive exhibit about the history of the resource and its role within the larger dairy industry in Gilroy during the first half of the 20th

century. Using the documentation prepared under CUL-MM#6, a qualified historian and designer would craft a public exhibition documenting the significant history of the dairy industry in Gilroy. Application of CUL-MM#4 was considered. However, because the Live Oak Creamery is significant under NRHP/CRHR Criteria A/1 for its association with the agricultural development of the Santa Clara Valley, removing the building from its historic location would substantially diminish the resource's historic integrity and would not be effective in avoiding material impairment to its significance.

Application of CUL-MM#6 and CUL-MM#7 would provide some mitigation for the adverse effects on the resource by documenting heritage embodied in the resource, which in effect keeps the heritage of the resource alive through public education. However, because the construction of the alternatives would physically destroy the resource, no project features or mitigation measures could reduce the level of impact. Therefore, the impact would be significant and unavoidable.

Negra Ranch (Resource ID 4310)

All four alternatives would have a significant impact under CEQA because the introduction of an adjacent elevated viaduct would degrade the resource's rural agricultural setting and would materially impair characteristics that qualify it for listing in the CRHR. The Authority would implement mitigation measures to minimize impacts on the resource. CUL-MM#6 would require that the rural agricultural setting of the property be documented prior to construction to fully capture the views and context of the resource within its larger agricultural setting. CUL-MM#7 would provide for the creation of an interpretive exhibit about the agricultural history of the area. Using the documentation prepared under CUL-MM#6 for all of the agricultural properties affected by the project, a qualified historian and designer would craft a public exhibition documenting the significant agricultural history of the area, with a focus on the rural agricultural landscape character of these properties. Application of CUL-MM#9 was considered. However, because the HSR viaduct would be in proximity to the Negra Ranch, would rise to a height of over 65 feet in combination with OCS poles, and would be visible from horizon to horizon when viewed from the resource, the introduction of vegetative screening materials either surrounding the HSR viaduct or surrounding the resource would itself substantially change the setting of the resource to the extent that its significance would be materially impaired.

Application of CUL-MM#6 and CUL-MM#7 would provide some mitigation for the adverse effects on the resource by documenting and interpreting the historic relationship of the resource to its surrounding rural agricultural context, but would not fully compensate for the degradation of the resource's rural setting and change in views from the resource to the adjacent agricultural landscape. Therefore, the impact would be significant and unavoidable.

Cozzi Family Property (Resource ID 4317)

All four alternatives would result in a significant impact under CEQA because construction of the viaduct would require demolition of the resource and would materially impair characteristics that qualify it for listing in the CRHR. The Authority would implement mitigation measures to compensate for the loss of the resource. CUL-MM#4 would require the preparation and implementation of a relocation plan. Given the resource's small scale and wood-frame construction, it appears feasible to relocate the Cozzi Family property residence without causing permanent damage that would diminish its integrity of design, materials, and workmanship. CUL-MM#4 also specifies that the relocation plan would move the residence to a new site compatible with the resource's existing rural setting and placement/orientation on its lot, such that its integrity of setting and feeling would be retained. The relocation plan would also require that a recipient site for the Cozzi Family Property be chosen so that the relocated residence would not degrade the setting of other historical resources. In consideration of the residence's rural setting, the feasibility of relocating the Cozzi Family Property to a suitable recipient site is high. CUL-MM#6 would require that updated documentation be prepared for the property prior to construction to record the existing conditions of the residence, specifically its historic location and setting that would no longer form the physical context of the resource after it is relocated. CUL-MM#7 would provide for the creation of an interpretive exhibit about the history of the resource and its role within the larger agricultural industry in the area, with a focus on the important contributions of Italian settlers to the local community. Using the

documentation prepared under CUL-MM#6, a qualified historian and designer would craft a public exhibition documenting the significant history of the resource.

Application of CUL-MM#4, CUL-MM#6, and CUL-MM#7 would provide mitigation for the adverse effects on the resource by avoiding demolition through relocating the residence to a new site without substantially degrading its integrity, by documenting its current setting, and by presenting this documentation to the public. Although the relocation of the Cozzi Family Property residence would permanently remove the resource from its historic location, the application of CUL-MM#4 would not cause material impairment to the significance of the resource because in its new location it would continue to convey its significant architecture under Criteria C/3 as a highly intact rural Queen Anne–style residence. With the application of the mitigation measures to avoid demolition as a result of HSR construction and documentation of the resource completed prior to construction, the impact would be reduced to less than significant.

CEQA-Only Resources

75 South Autumn Street (Resource ID 0566)

Alternatives 1, 2, 3, and 4 would have a significant impact under CEQA because construction activities would require demolition of the resource and would materially impair characteristics that qualify it as a CEQA resource. The Authority would implement mitigation measures to compensate for the loss of the resource. CUL-MM#6 would require that the resource be further documented for its architectural characteristics. CUL-MM#7 would require the creation of an interpretive exhibit about the history of the resource, which would be placed near the current location of 75 South Autumn Street. Using the documentation prepared under CUL-MM#6, a qualified historian and designer would craft a public exhibition documenting the significant history of the resource in the residential development of San Jose.

Application of CUL-MM#6 and CUL-MM#7 would provide some mitigation for the adverse effects on the resource by documenting the heritage embodied in the resource and presenting this documentation for public consumption, which in effect keeps the heritage of the resource alive through public education. However, because the construction of the alternative would physically destroy the resource, no project features or mitigation measures could reduce the level of impact. Therefore, the impact would be significant and unavoidable.

Coyote Depot Complex (Resource ID 1808)

Alternative 2 would have a significant impact under CEQA because construction of the new HSR right-of-way would require the demolition of the resource and would materially impair characteristics that qualify it as a CEQA resource. The Authority would implement mitigation measures to compensate for the loss of the resource. CUL-MM#6 would require that the resource be further documented for its association with the development of the railroad in Santa Clara County and for its distinctive qualities of 1870s SPRR architecture. CUL-MM#7 would require the creation of an interpretive exhibit about the history of the resource and its role within the larger railroad history in the region, which would be placed near the current location of the Coyote Depot Complex or in a location to be specified in the BETP. Using the documentation prepared under CUL-MM#6, a qualified historian and designer would craft a public exhibition documenting the significant history of the resource within Santa Clara County. Application of CUL-MM#4 was considered. However, because the Coyote Depot is significant for its association with the development of rural Santa Clara County, and because the complex comprises a depot building, pumphouse, and water tower that could not feasibly be relocated together while retaining their historic spatial organization, removing the resource from its historic location would substantially diminish the resource's historic integrity. It is very unlikely that the two buildings and one structure that form the resource could be moved to a new location in a manner that would allow it to convey the historic character of a rural train depot. Thus, the implementation of CUL-MM#4 would not be effective in avoiding material impairment to the significance of the Coyote Depot Complex.

Application of CUL-MM#6 and CUL-MM#7 would provide some mitigation for the adverse effects on the resource by documenting the heritage embodied in the resource and presenting this documentation for public consumption, which in effect keeps the heritage of the resource alive through public education. However, because construction of the alternative would physically destroy the resource, no project features or mitigation measures could reduce the level of impact. Therefore, the impact would be significant and unavoidable.

Cribari Winery (Resource ID 2044)

Alternative 2 would have a significant impact under CEQA because the movement of Monterey Road east to accommodate the HSR right-of-way would require the demolition of the resource and would materially impair characteristics that qualify it as a CEQA resource. The Authority would implement mitigation measures to minimize impacts on cultural resources. CUL-MM#6 would require that the building's documentation be updated prior to construction. The documentation would record the current architectural character of the resource, as well as describe the winery's historical development. The documentation would also describe the resource's association with the viticulture industry and Italian immigration in the Morgan Hill area during the late 19th and early 20th centuries and would include current and available historical images of the resource. CUL-MM#7 would provide for the creation of an interpretive exhibit about the history of the resource and its role within the viticulture industry in the area, with a focus on the important contributions of Italian settlers to the local community. Using the documentation prepared under CUL-MM#6, a qualified historian and designer would craft a public exhibition documenting the significant history of the resource.

Application of CUL-MM#6 and CUL-MM#7 would provide some mitigation for the adverse effects on the resource by documenting the heritage embodied in the property and presenting this documentation for public consumption, which in effect keeps the heritage of the resource alive through public education. However, because the construction of the alternative would physically destroy the resource, no project features or mitigation measures could reduce the level of impact. Therefore, the impact would be significant and unavoidable.

St. Stephen's School (Resource ID 3586)

Alternatives 1 and 2 would have a significant impact under CEQA because the construction of new HSR right-of-way on either viaduct or embankment would result in the demolition of the resource and would materially impair characteristics that qualify it as a CEQA resource. The Authority would implement mitigation measures to compensate for the loss of the resource. CUL-MM#6 would require that the resource be documented prior to construction to fully capture the architectural quality of the resource as a local example of both vernacular Pioneer-style architecture (1862 residence) and a 1930s bungalow court. CUL-MM#7 would provide for the creation of interpretive educational materials about the history of the resource, its architecture, and its role in the evolution of housing in Gilroy. Using the documentation prepared under CUL-MM#6, a qualified historian and designer would craft a public exhibition documenting the significant history of the resource. Application of CUL-MM#4 was considered. However, because St. Stephen's School comprises numerous buildings and features that could not feasibly be relocated while retaining its historic spatial organization, removing the resource from its historic location would substantially diminish the resource's historic integrity and would not be effective in avoiding material impairment to its significance.

Application of CUL-MM#6 and CUL-MM#7 would provide some mitigation for the adverse effects on the resource by documenting the heritage embodied in the property and presenting this documentation for public consumption, which in effect keeps the heritage of the resource alive through public education. However, because construction of the alternatives would physically destroy the resource, no project features or mitigation measures could reduce the level of impact. Therefore, the impact would be significant and unavoidable.