



Comparative Environmental and Land Use Assessment for CHSRA Alignment Alternatives

For the City of Gilroy

June 5, 2017

Comparative Assessment

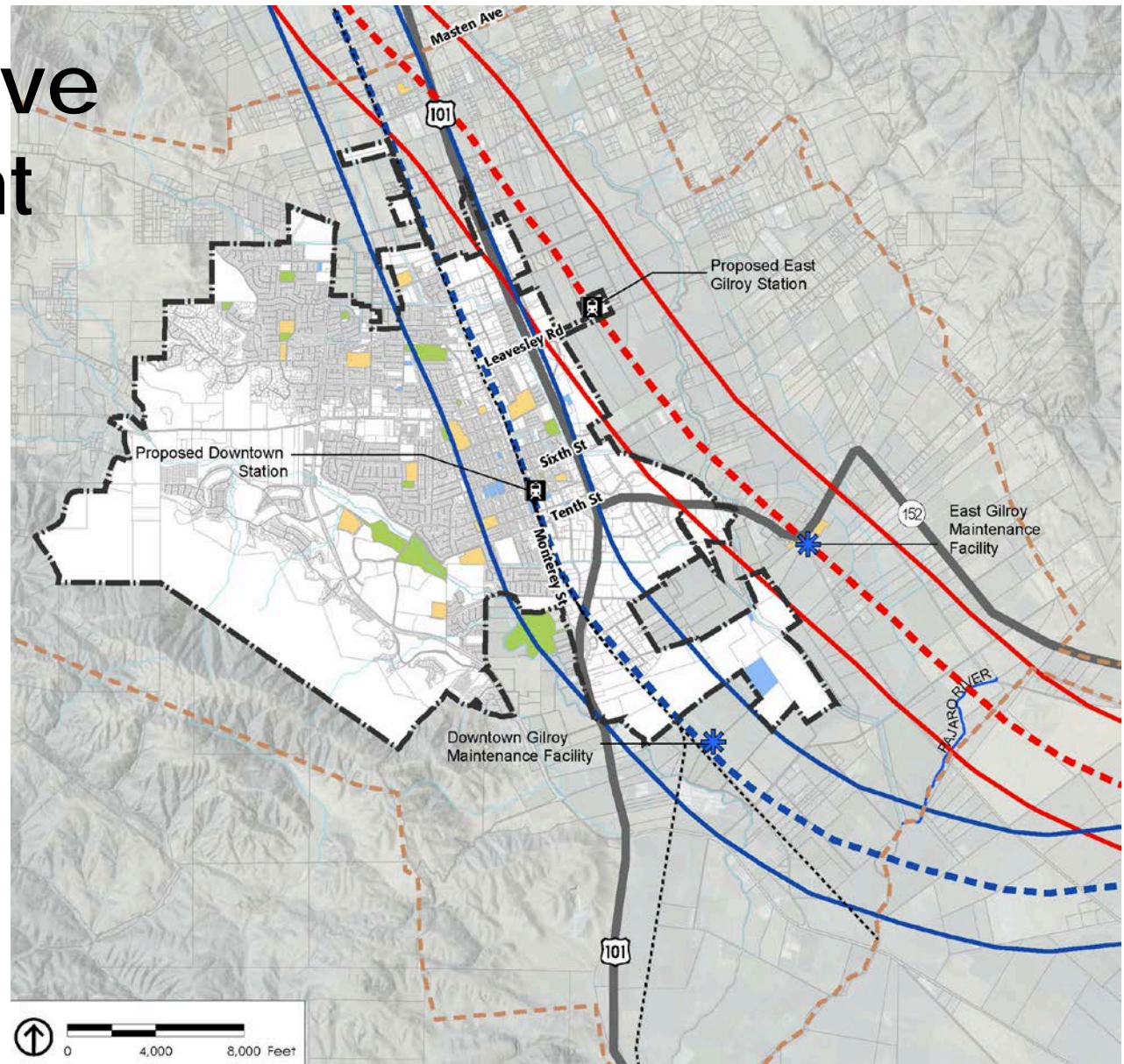
Comparative assessment to evaluate three alternatives being considered by the California High-Speed Rail Authority:

- » **Alternative 1: Viaduct to Downtown**
- » **Alternative 2: Embankment to Downtown**
- » **Alternative 3: East Gilroy**

PlaceWorks was engaged to do the Environmental and Land Use Comparative Assessment

- » **Statewide Planning and Environmental Expertise**
- » **Currently working on the Downtown Station Area Plan**
- » **Completed the 2012 Vision Plan for HSR in Gilroy**

Comparative Assessment



Comparative Assessment

Topic Areas Studied:

- » Land Use
- » Growth Inducement
- » Community Character and Cohesion
- » Relocations
- » Utilities
- » Emergency Services
- » Visual / Aesthetics

Comparative Assessment

Topic Areas Studied:

- » Cultural Resources
- » Hydrology
- » Air Quality
- » Noise and Vibration
- » Biological Resources
- » Agricultural Resources
- » Transportation

Comparative Assessment

	Level of Impact Summary		
	Lesser	Moderate	Higher
Alternative 1 Western - Viaduct	4	7	3
Alternative 2 Western - Embankment	1	5	8
Alternative 3 Eastern - Embankment	2	6	6

- » **In general, certain impacts affecting people (air quality and noise for example) were higher for Alternatives 1 and 2**
- » **Impacts affecting natural resources were higher with Alternative 3**
- » **For the Downtown alignments, impacts were higher for Alternative 2, due to the embankment design**



bae urban economics

**COMPARATIVE ECONOMIC IMPACTS OF
HSR ALIGNMENT ALTERNATIVES**

City Council Presentation
City of Gilroy
June 5, 2017

ABOUT BAE URBAN ECONOMICS, INC.

- ❑ National real estate and urban economics consulting firm
- ❑ Provided consulting services for over 2,000 projects from coast to coast
- ❑ Founded in 1986; Offices in CA, Washington DC, NYC
- ❑ Practice Areas Include:
 - Impacts Analysis
 - Affordable and Workforce Housing
 - Financing and Operations
 - Sustainable Development and TOD
 - Economic Development
 - Public-Private Transactions

SCOPE AND APPROACH

Evaluate potential economic impacts from HSR alignment alternatives

- a. Assess impacts from Aerial to Downtown, Embankment to Downtown, and East Gilroy alignment alternatives
 - Impacts on parcels from construction
 - Impacts on businesses from construction
 - Long-term economic impacts
- b. Analysis based on database of fully and partially affected parcels created by PlaceWorks; City business license data for Downtown alignment alternatives; and study area surveys by BAE (in-person and aerial images)

CONSTRUCTION IMPACTS TO PARCELS

Economic Impacts to Property During Construction	Level of Negative Impact		
	<u>Lesser</u>	<u>Moderate</u>	<u>Higher</u>
Viaduct to Downtown		X	
Embankment to Downtown			X
East Gilroy	X		

- Embankment to Downtown would affect the greatest number of parcels
- Because ROW for Viaduct to Downtown does not require changes to streets and access, the former affects fewer parcels
- Although East Gilroy affects the fewest parcels, the parcels are larger

CONSTRUCTION IMPACTS TO BUSINESSES

Economic Impacts to Businesses	Level of Negative Impact		
	<u>Lesser</u>	<u>Moderate</u>	<u>Higher</u>
Viaduct to Downtown		X	
Embankment to Downtown			X
East Gilroy	X		

- Embankment to Downtown would affect the greatest number of businesses
- Because ROW for Viaduct to Downtown does not require changes to streets and access, the former affects fewer businesses
- Although East Gilroy affects the fewest businesses, ag production in the area is significant

LONG-TERM IMPACTS

Long-Term Impacts	Level of Negative Impact		
	<u>Lesser</u>	<u>Moderate</u>	<u>Higher</u>
Viaduct to Downtown	X		
Embankment to Downtown		X	
East Gilroy			X

- Downtown can benefit from stimulus of station activity
- Some remaining parcels/businesses would have ongoing impairment due to submerged streets for Embankment
- Station in East Gilroy could divert development activity away from Downtown, while presence of station may not help East Gilroy businesses as much as it would help Downtown businesses