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Sue O' Strander
City of Gilroy
7351 Rosanna Street
Gilroy, CA 95020

**Project – Gilroy Sports Park Master Plan Phase III Amendments Draft
Supplemental Environmental Impact Report**

Dear Sue O' Strander:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Gilroy Sports Park Master Plan Phase III Amendments. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the December 2019 Draft Supplemental Environmental Impact Report (DSEIR).

Project Understanding

Update to the Gilroy Sports Park Master Plan (Master Plan) to accommodate construction and operations of a permanent structure and related parking infrastructure for an indoor recreational facility. The Master Plan update would add a 100,000 square-foot, two-story (approximately 30 feet in height) permanent building with two ice rinks and related parking for the Phase III area, instead of an approximately 41,000 square foot tent-like structure, multi-use ball field, and related parking that are currently identified for that area in the Master Plan. The proposed building would have an approximate 70,000 square foot building footprint and be approximately 30 feet tall with two interior levels. The lower level would consist of two National Hockey League (NHL) sized ice rinks with seating capacity of 150-200 per rink, public locker rooms with restrooms and showers; a welcome/administration desk; skate rental area; food concession area; merchandise/retail space; skate rental space, event administrative office(s); and facility support spaces such as main electrical room, ice making

equipment for rinks, boiler room, water entry room, fire pump room, main IT, parking for a Zamboni ice grooming machine, and storage. A mezzanine would be occupied by a viewing area for the ice rinks (approximately 100-150 seats per rink), physical fitness/training space, small dance/multipurpose room, conference rooms for community use, a bar/restaurant that overlooks the rinks below, facility support areas and storage. A 387- space surface parking lot would serve the facility. The hours of operation would be 5:30 am to 1 :00 am daily, 365 days per year, with peak use on weekday evenings and weekends. The facility would be designed to a LEED Silver certification (or higher) building standard and to exceed the requirements of the Americans with Disabilities Act Accessibility Guidelines. The estimated construction timeline is 12-16 months.

Highway Operations Concerns

- Both on-and off-ramps at the US 101 Monterey Road interchange are heavily congested during the PM peak hour. Adding project traffic to these ramps will further increase the queue length which may spill-back onto the freeway mainlines and city streets. The project should provide an evaluation of the on- and off-ramps. If the evaluation for the ramps indicates a shortage in storage capacity, additional capacity should be built as mitigation.
- Monterey Road and Monterey Frontage Road intersection: Installing a traffic signal at this intersection will impact northbound and southbound travel on Monterey Road. The existing storage lane north of this Monterey Road intersection can only accommodate eight vehicles. The installation of a traffic signal plus project traffic (inbound traffic) will exceed the storage capacity and generate a queue which may spill back into the nearby US 101 ramp intersections which are heavily congested. An additional left turn storage lane north of this Monterey Road intersection should be provided as mitigation.
- The southbound US 101 freeway segment from State Route (SR) 152 to SR 25 is heavily congested during the PM peak hour. Any additional traffic from the project will further deteriorate operations of this freeway segment. The project should mitigate its impact to this freeway segment.

Multimodal Planning

The project's primary and secondary effects on pedestrians, bicyclists, travelers with disabilities, and transit users should be evaluated, including countermeasures and trade-offs resulting from mitigating Vehicle Miles Travelled (VMT) increases. Access for pedestrians and bicyclists to transit facilities must be maintained. These smart growth approaches can be consistent with Metropolitan Transportation Commission (MTC)'s Regional Transportation Plan/ Sustainable Communities Strategy (SCS) and would help meet Caltrans Strategic Management Plan targets.

Vehicle Trip Reduction

From Caltrans' *Smart Mobility: A Call to Action for the New Decade*, the project site is identified as **Place Type 4c: Suburban Communities (Dedicated Use Areas)** where location efficiency factors, such as community design, are often weak and regional accessibility varies. Given the place, type and size of the project, it should include a robust Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions. Such measures are critical to facilitating efficient site access. The measures listed below can promote smart mobility and reduce regional VMT.

- Project design to encourage walking, bicycling and transit access;
- Transit and trip planning resources such as a commute information kiosk;
- Real-time transit information system;
- Transit subsidies on an ongoing basis;
- Ten percent vehicle parking reductions;
- Charging stations and designated parking spaces for electric vehicles;
- Carpool and clean-fuel parking spaces;
- Designated parking spaces for a car share program;
- Unbundled parking;
- Showers, changing rooms and clothing lockers for employees that commute via active transportation;
- Emergency Ride Home program;
- Employee transportation coordinator;
- Secured bicycle storage facilities;
- Fix-it bicycle repair station(s);
- Bicycle route mapping resources;
- Participation/Formation in/of a Transportation Management Association (TMA) in partnership with other developments in the area; and

- Aggressive trip reduction targets with Lead Agency monitoring and enforcement.

Transportation Demand Management programs should be documented with annual monitoring reports by a TDM coordinator to demonstrate effectiveness. If the project does not achieve the VMT reduction goals, the reports should also include next steps to take in order to achieve those targets. Also, reducing parking supply can encourage active forms of transportation, reduce regional VMT, and lessen future transportation impacts on State facilities.

For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). The reference is available online at:
<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>.

Construction-Related Impacts

Potential impacts to the State Right-of-Way (ROW) from project-related temporary access points should be analyzed. Mitigation for significant impacts due to construction and noise should be identified in the SDEIR. Project work that requires movement of oversized or excessive load vehicles on state roadways requires a transportation permit that is issued by Caltrans. To apply, visit:
<https://dot.ca.gov/programs/traffic-operations/transportation-permits>.

Prior to construction, coordination is required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the STN.

Utilities

Any utilities that are proposed, moved or modified within Caltrans' ROW shall be discussed. If utilities are impacted by the project, provide site plans that show the location of existing and/or proposed utilities. These modifications require a Caltrans-issued encroachment permit.

Lead Agency

As the Lead Agency, the City of Gilroy is responsible for all project mitigation, including any needed improvements to the State Transportation Network (STN). The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State ROW requires a Caltrans-issued encroachment permit. To obtain an encroachment permit, a completed encroachment permit application, environmental documentation, six (6) sets of plans clearly indicating the State ROW, and six (6) copies of signed, dated and stamped (include stamp expiration date) traffic control plans must be submitted to: Office of Encroachment Permits, California DOT, District 4, P.O. Box 23660, Oakland, CA 94623-0660. To download the permit application and obtain more information, visit <https://dot.ca.gov/programs/traffic-operations/ep/applications>.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Zachary Chop at 510-622-1643 or zachary.chop@dot.ca.gov.

Sincerely,



for Mark Leong
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse