
APPENDIX A

2015 NOTICE OF PREPARATION AND RESPONSES



Community Development Department

Kristi A. Abrams
DIRECTOR

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Notice of Preparation

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report for the
Gilroy 2040 General Plan

Lead Agency:

Agency Name City of Gilroy
Street Address 7351 Rosanna Street
City/State/Zip Gilroy, CA 95020
Contact Stan Ketchum
General Plan Project Manager

Consulting Firm:

Firm Name EMC Planning Group Inc.
Street Address 301 Lighthouse Ave, Ste. C
City/State/Zip Monterey, CA 93940
Contact Teri Wissler Adam
Senior Principal

The City of Gilroy will be the Lead Agency and will prepare an environmental impact report for the proposed Gilroy 2040 General Plan. We need to know the views of your agency as to the scope and content of the environmental information, which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR prepared by our agency when considering your permit or other approval for this project.

The project description, location, and the potential environmental effects are contained in the attached materials. An initial study was not prepared for this NOP.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but **not later than 30 days** after receipt of this notice.

You are invited to attend a public scoping meeting that will be held on September 1, 2015 from 4:00 p.m. to 5:00 p.m. at the City of Gilroy City Hall Council Chambers. See address above.

Please send your response to Stan Ketchum, General Plan Project Manager, Gilroy Community Development Department, at the address shown above. We will need the name for a contact person in your agency.

Project Title: Gilroy 2040 General Plan

Project Location: City of Gilroy County of Santa Clara
City (nearest) County

Project Description: (brief) Please see attached document

Date July 31, 2015

Signature

Teri Wissler Adam

Title

EIR Consultant

Telephone

Stan Ketchum (408-846-0566)

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

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GILROY 2040 GENERAL PLAN DRAFT EIR

NOTICE OF PREPARATION

GILROY 2040 GENERAL PLAN OVERVIEW

The City of Gilroy is located in south Santa Clara County. It is bisected by U.S. Highway 101 in a north-south direction and State Route 152 in an east-west direction. State Route 25 is located south of the city limits. The regional location of the City of Gilroy is presented in Figure 1, Regional Map. The Gilroy city limits and planning area, as well as other relative boundaries, are presented in Figure 2, Boundaries in the Gilroy Area.

Figure 3, Existing General Plan Land Use Plan, presents Gilroy's existing planning area and land use designations. Figure 4 presents the Gilroy 2040 General Plan Land Use Diagram – Preferred Alternative.

Introduction

Every city and county in California must have a general plan, which is the local government's long-term framework or "constitution" for future growth and development. The general plan represents the community's view of its future and expresses the community's development goals. The general plan contains the goals and policies upon which the City Council and Planning Commission base their decisions. The general plan is made up of a collection of "elements," or chapters, of which seven are mandatory. The seven State-mandated elements are: land use, circulation, housing, conservation, open space, noise, and safety.

The Gilroy 2040 General Plan will be used by the Gilroy City Council, Planning Commission, and City staff on a daily basis to make decisions with direct or indirect land use implications. It provides a framework for inter-jurisdictional coordination of planning efforts among officials and staff of the City and other government agencies (e.g., Federal, State, and local). Gilroy residents, property owners, and businesses also use the 2040 General Plan for City guidance for particular geographic areas or for particular subjects of interest to them.

The 2040 General Plan will provide the basis for a variety of City regulatory measures and administrative procedures. California planning law requires consistency between the general plan and its implementing programs, such as zoning and subdivision ordinances, capital improvement programs, specific plans, environmental impact procedures, and building and housing codes.

The Gilroy 2040 General Plan is made up of two documents: the Background Report and Policy Document. The Background Report is further divided into 13 chapters so that information can be easily referenced by subject or issue. The following paragraphs provide a summary of these two component documents:

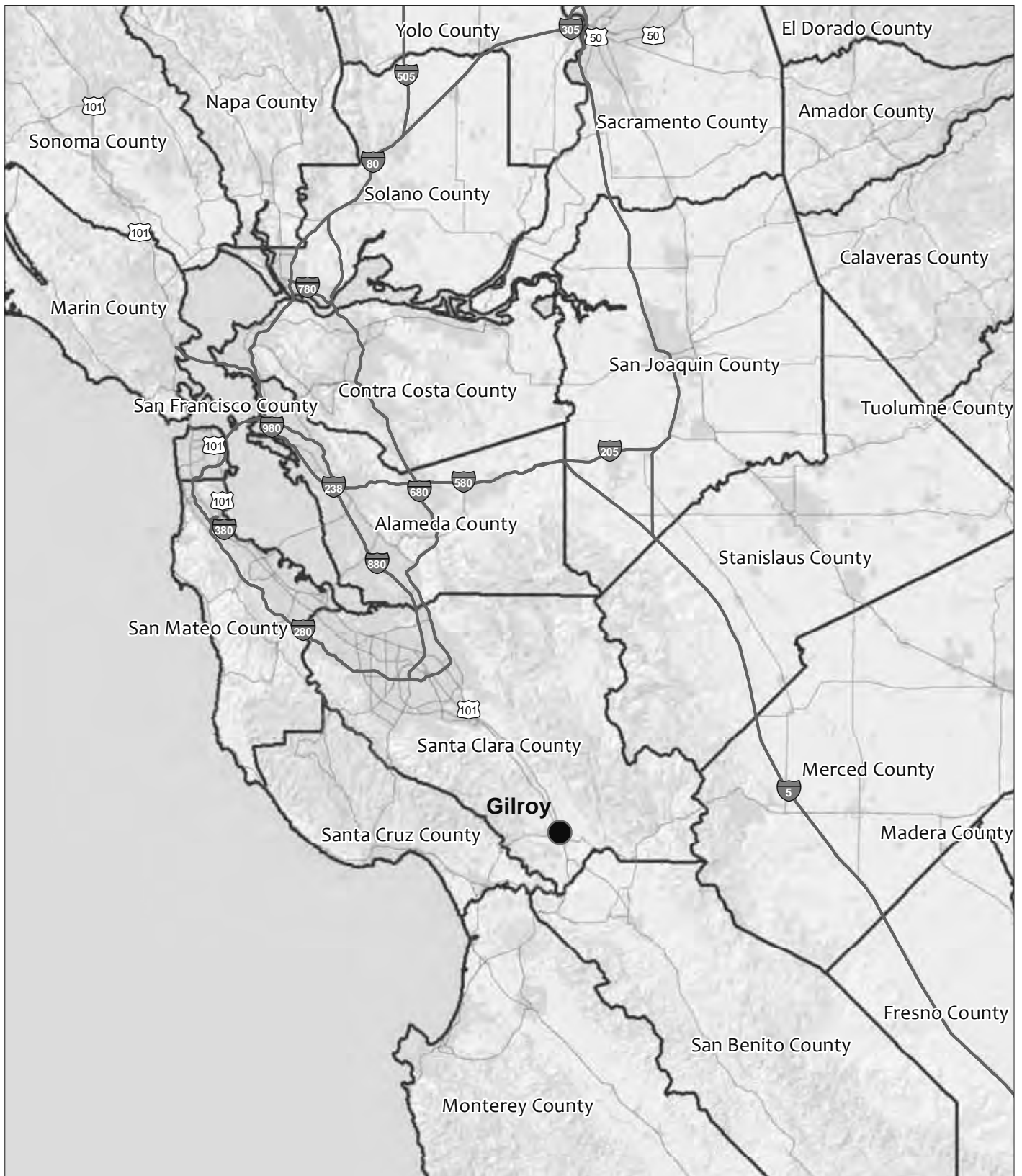
- **Background Report.** The Background Report takes a “snapshot” of current (2014) conditions and trends in Gilroy. It provides a detailed description of a wide range of topics within the Planning Area, such as demographic and economic conditions, land use, public facilities, and environmental resources. The report provides decision makers, the public, and local agencies with context for making policy decisions. Unlike the Policy Document, the Background Report is objective and policy-neutral. The Background Report also serves as the “Environmental Setting” section of the Environmental Impact Report (EIR) prepared for the 2040 General Plan.
- **Policy Document.** The Policy Document is the essence of the 2040 General Plan. It contains the goals and policies that will guide future decisions within the city. It also identifies a set of implementation programs that will ensure the goals and policies in the General Plan are carried out.

Gilroy 2040 General Plan Vision Statement and Guiding Principles

The Gilroy City Council established a vision and guiding principles upon which the 2040 General Plan goals, policies, and programs are based.

Vision Statement

In 2040, Gilroy is a diverse and culturally rich community with a small-town feel. Gilroy’s economy is thriving, with a healthy business environment and ample job opportunities for residents. Visitors come to Gilroy for its wineries, shopping, festivals, and recreational opportunities. It is well-known throughout the region for its excellent schools, agriculture, and downtown.



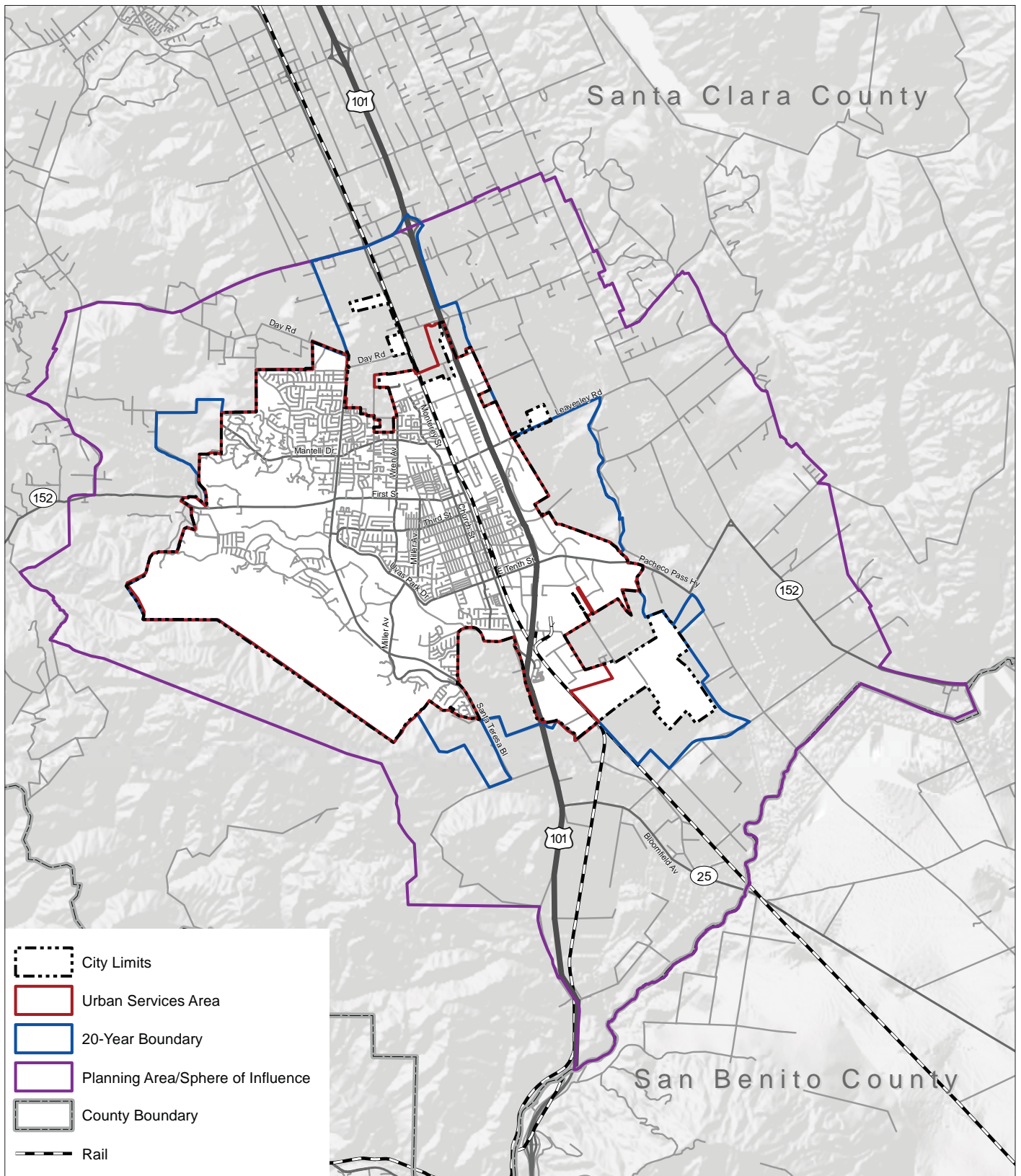
Source: City of Gilroy 2020

Figure 1
Regional Map



Gilroy 2040 General Plan Notice of Preparation of an EIR

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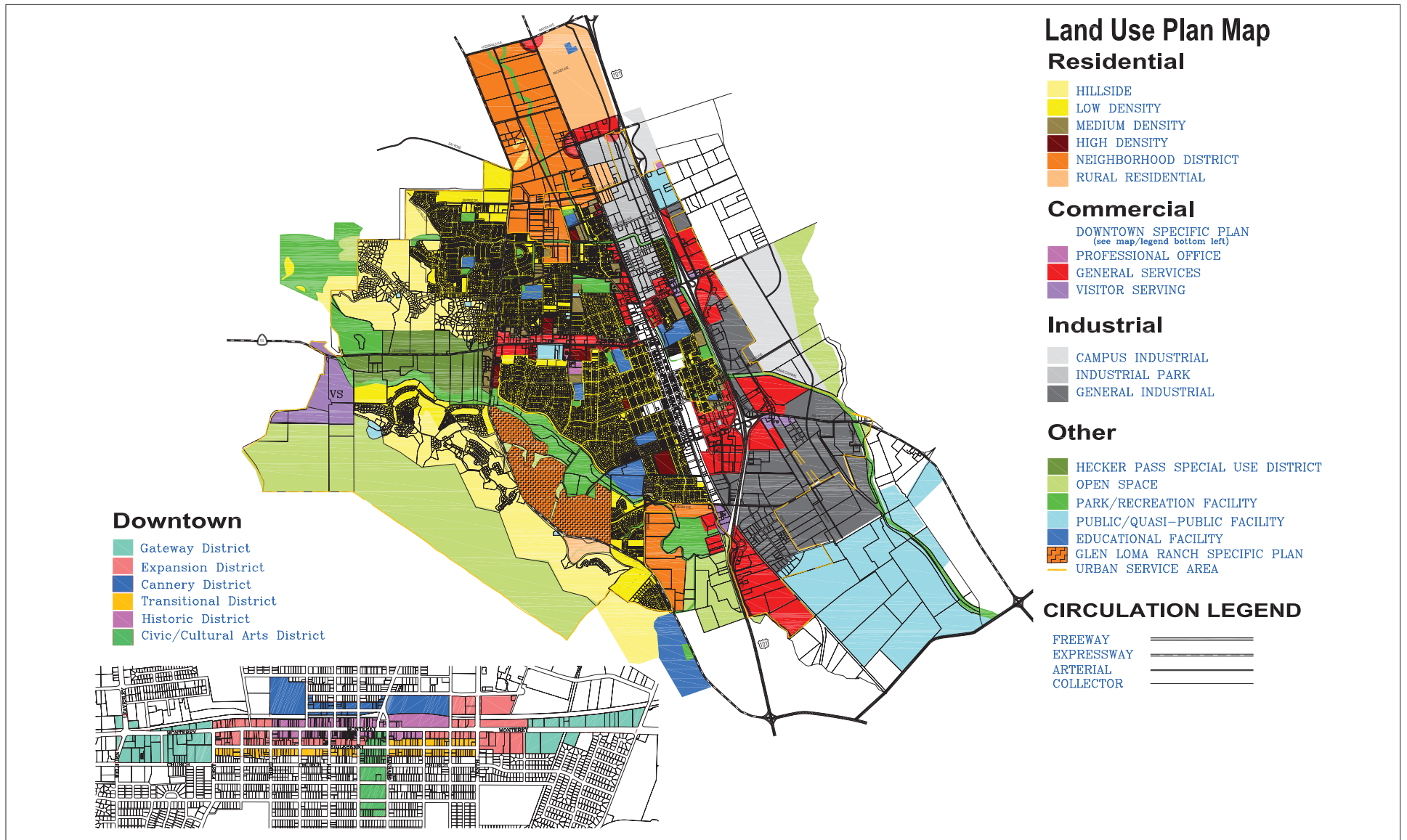
Source: City of Gilroy 2020

Figure 2

Boundaries in the Gilroy Area

Gilroy 2040 General Plan Notice of Preparation of an EIR

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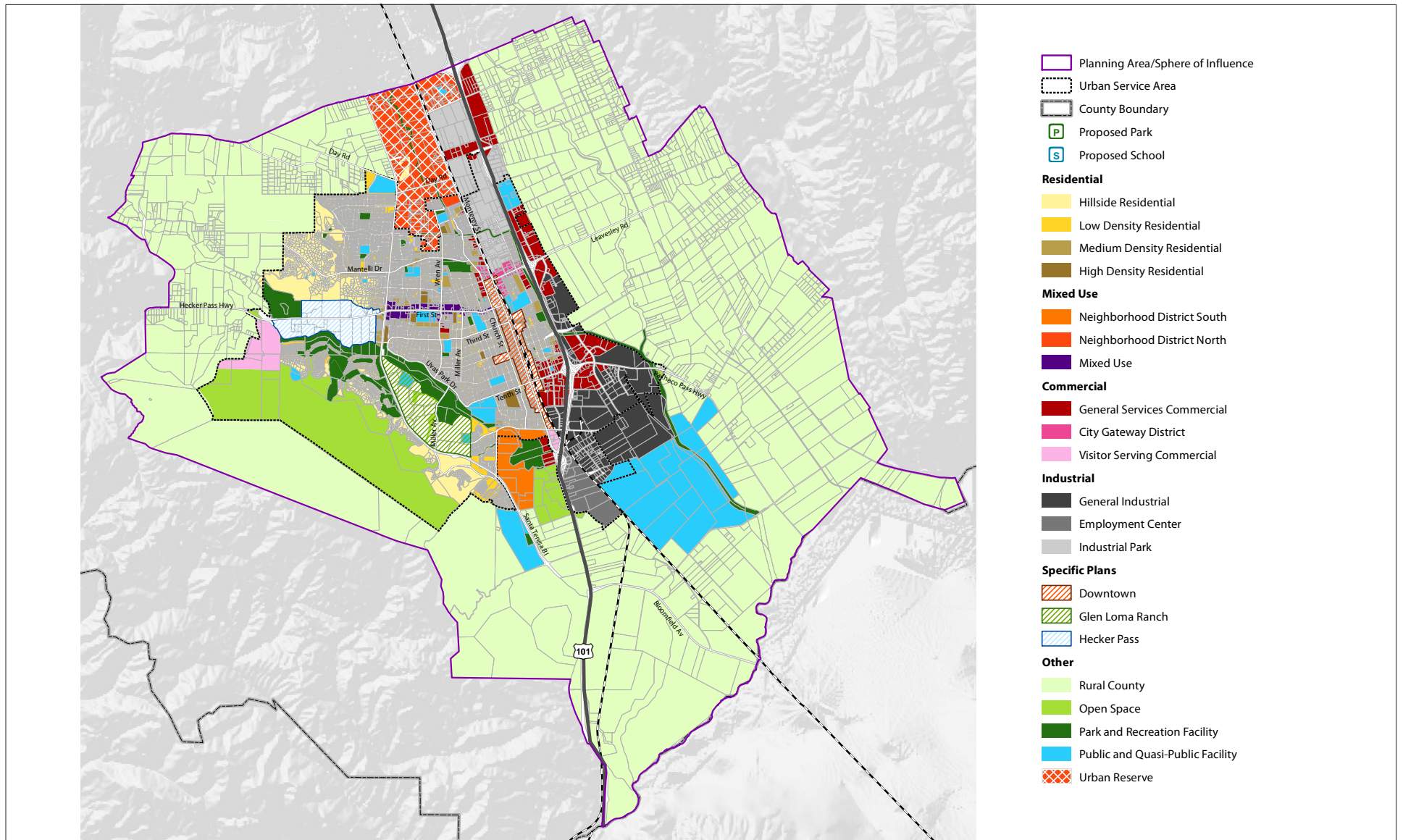
Not to scale

Source: City of Gilroy 2007



Figure 3
Existing General Plan Land Use Plan
Gilroy 2040 General Plan Notice of Preparation of an EIR

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Not to scale

Source: City of Gilroy 2015



Figure 4
Gilroy 2040 General Plan Land Use Diagram - Preferred Alternative

Gilroy 2040 General Plan Notice of Preparation of an EIR

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Guiding Principles

1. **Foster Economic Growth.** Promote a strong local economy by fostering the growth and expansion of a diversified business community. Support businesses that create good jobs for Gilroy's resident workforce. Attract visitors to Gilroy's many destinations.
2. **Cultivate a Downtown Renaissance.** Restore downtown to a vibrant destination with unique retail, entertainment, arts, and dining options. Support and attract businesses. Provide the infrastructure and amenities needed for the growth of downtown. Preserve the historic character while supporting new development, including commercial, housing, and mixed-use projects.
3. **Balance Growth and Open Space.** Focus growth in areas that are already serviced by roads, sewers, and infrastructure. Support a balanced growth management strategy that protects productive agricultural lands and sensitive wildlife habitats while allowing for new economic opportunities. Ensure Gilroy retains its "small-town feel."
4. **Support Housing Options.** Encourage a mix of housing types to create diverse neighborhoods that meet the needs of all Gilroyans. Promote the building, retention, and renovation of quality housing for all incomes, ages, and abilities.
5. **Ensure Public Safety.** Provide public safety services at a level that will keep the community safe, even as Gilroy grows. Manage growth to ensure that it does not create new threats to public safety, exacerbate existing hazards, or place undue strain on public safety services.
6. **Provide Transportation for All.** Connect Gilroy's residents, workers, and students through a network of safe and convenient transportation options. Design neighborhoods and build transportation improvements that encourage more residents to walk, bike, or use transit.
7. **Offer Recreation Opportunities.** Ensure all residents have easy access to high quality City parks and recreation opportunities. Expand park land and recreational programs to ensure high levels of use by both residents and visitors. Provide a variety of sports and activities for Gilroyans of all ages.
8. **Support the Arts.** Promote a wide range of high-quality cultural opportunities for Gilroy residents and visitors. Explore new avenues for public art and cultural enrichment.

9. **Promote a healthy community.** Enhance opportunities for physical activity and healthy living. Promote a built environment that makes it safe and easy for residents to walk, run, and bike. Support access to nutritious foods and health care.
10. **Foster a sustainable community.** Balance resource conservation with economic growth. Ensure today's needs are met without jeopardizing the community's ability to meet future needs. Promote high-quality, long-lasting development that allows residents to meet daily needs, such as shopping, employment, and recreation, in close proximity to their homes. Promote efficient use of energy, support alternative energy use, and protect natural resources.
11. **Promote Fiscal Strength.** Plan land uses, their intensities, and their locations to provide the right balance of revenues and costs to allow the City to deliver high-quality services expected by the community. Manage fiscal resources in a responsible and efficient manner.
12. **Engaged Community.** Encourage citizens to participate in activities that improve and benefit the community. Engage the community in meaningful discourse regarding City actions.

Policy Document

The Gilroy 2040 General Plan Policy Document contains seven elements (an eighth element, the Housing element, was previously adopted in 2014). Each of the proposed elements are introduced below:

Land Use Element

The Land Use Element establishes goals, policies, and programs to strategically accommodate future growth and change while preserving and enhancing the qualities that make Gilroy a great place to live and work. The Element contains the Land Use Diagram, a map of land uses within the planning area. It also contains a description of the land use designations. The goals, policies, and programs are designed to enhance Gilroy's neighborhoods and districts with an attractive mix of uses and amenities that expand the local economy, protect environmental resources, and improve the overall quality of life of residents. A variety of topics are discussed within the Element, including growth and change, mixed-use districts, residential neighborhoods, commercial and industrial areas, and community design.

Table 1, Development Potential, summarizes the development potential in the Gilroy 2040 General Plan.

Table 1 Development Potential

Vacant or Under-utilized Land (Acres)	Designation	Single-Family Units	Multi-Family Units	Population	Jobs
306	Hillside Residential	323	-	1,056	-
56	Low Density Residential	223	-	728	-
20	Medium Density Residential	-	196	543	-
7	High Density Residential	-	139	384	-
193	Neighborhood District South	1,026	440	4,545	168
39	Downtown Specific Plan	(48)	1,576	4,233	5,161
272	General Services Commercial	(5)	-	-	4,947
665	General Industrial	(1)	-	-	9,845
485	Industrial Park	(34)	-	-	7,159
9	Public/Quasi-Public Facility	-	-	-	217
321	Hecker Pass Special Use District	517	-	1,383	-
287	Glen Loma Ranch Specific Plan	1,125	706	5,911	219
18	Mixed Use Corridor High	(1)	74	203	494
755	Neighborhood District North	4,353	2,928	22,570	639
156	Employment Center	(1)	-	-	5,767
40	City Gateway District	(4)	-	-	4,286
Totals		7,472	5,921	41,426	38,902
Residential Total		13,393			

Note: Negative numbers represent a net loss due to redevelopment potential on parcels.

Mobility Element

People and goods must be able to move within and through Gilroy to ensure community vitality and quality of life. When transportation networks are safe and efficient, they can contribute to the local economy, minimize impacts to the environment, and provide freedom of movement. When mobility networks are overburdened and inefficient, communities can fail to live up to their full potential, and the economy and overall quality of life can suffer.

The Mobility Element provides the framework for decisions in Gilroy concerning the citywide transportation system. It seeks to create a balanced transportation network that supports and

encourages walking, bicycling, and transit ridership. The goals and policies address a variety of topics, including multimodal transportation, complete streets, pedestrian facilities, bikeways, public transit, vehicular transportation, parking, and goods movement.

Public Facilities and Services Element

Gilroy residents, workers, and visitors rely on the public facilities and services provided by the City and other agencies and organizations to keep them safe; provide water, energy, communication services; and remove wastewater, stormwater, and solid waste. Gilroy businesses rely on these facilities and services as well. State-of-the art facilities and services (e.g., fiber-optic internet) can help grow Gilroy's economy. The Public Facilities and Services Element establishes goals and policies to guide the overall provision of public facilities and services in Gilroy. Implementing the policies will help to ensure Gilroy's public facilities and services are efficient and adequate for today and tomorrow.

Economic Prosperity Element

Gilroy has a rich history as an agricultural community and continues to be the home of major agricultural industries including Olam, Christopher Farms, Syngenta, International Paper, Monterey Foods, and others. Gilroy is located at the cross roads between the Bay Area, the Central Coast and the Central Valley, an important strategic location for many industries. The City's retail base is extensive and serves as a visitor attraction in its own right. The Economic Prosperity Element contains goals, policies, and programs that aim to improve the balance between jobs and Gilroy's workforce, grow businesses within Gilroy, and attract new businesses and industries.

Parks and Recreation Element

The City provides high-quality facilities and services that help residents lead healthier, happier lives. Gilroy residents can walk, bike, hike, play, and learn in one of Gilroy's many parks or recreation facilities. The Gilroy Recreation Department sponsors extensive programs classes and activities for the youth of the community. Gilroy senior citizens enjoy a wide range of programs at the Gilroy Senior Center. The Parks and Recreation Element builds on this legacy of excellence and plans for the future of Gilroy's park and recreation facility system and recreation and cultural program offerings.

Natural and Cultural Resources Element

With its pristine mountainous backdrop, Gilroy is a relatively compact city surrounded by open space and agricultural land that separate it from adjacent communities. The Gilroy area contains

some remaining natural areas, but primarily contains developed properties, agricultural lands, and landscaped ornamental areas such as parks and residential yards. Grassland, oak woodland, and riparian corridors (e.g. Llagas Creek and Uvas Creek) make up much of the natural area found in and near Gilroy. The Natural and Cultural Resources Element establishes goals, policies, and programs to preserve and enhance Gilroy's natural areas, plant and animal species, water, views, and historic and culturally significant resources.

Potential Hazards Element

The city of Gilroy is located in a region that is susceptible to a variety of natural disasters. The city's geologic setting was formed by regional and local earthquake faults, many of which are still active and can pose significant risks to buildings and infrastructure in the event of an earthquake. The city's climate can also create hazardous conditions. Severe winter and spring storms can cause landslides in hillside areas and flooding along stream corridors. Dry weather during spring and summer months can create hazardous conditions related to wildland fires, which when combined with strong winds, pose a significant risk to hillside neighborhoods. Climate change is anticipated to increase the severity of weather conditions in the future, and will likely increase flood, landslide, and wildfire risks together with more extreme temperature events. In addition to natural hazards, Gilroy also has transportation facilities and industrial businesses that create risks for man-made hazards, such as hazardous material spills and exposure to excessive noise.

While it is impossible to completely avoid natural and man-made hazards, the Potential Hazards Element establishes goals and policies to protect life and minimize property damage during future disasters and emergencies. The goals and policies address regional hazards mitigation, seismic and geologic hazards, flood hazards, rising sea levels, wildland wildfires, hazardous materials, airport hazards, and noise.

PROBABLE ENVIRONMENTAL EFFECTS

The City of Gilroy has determined that a Program EIR will be prepared to evaluate the environmental issues associated with the adoption and buildout of the Gilroy 2040 General Plan.

CEQA Guidelines section 15146 states that, "The degree of specificity required in an EIR will correspond to the degree of specificity involved in the underlying activity which is described in the EIR." The underlying activity is adoption of the Gilroy 2040 General Plan. Therefore, the EIR will evaluate the environmental impacts of buildout of the Gilroy 2040 General Plan to the greatest degree feasible; however, additional environmental review in compliance with CEQA

may be required when development proposals requiring discretionary action are proposed. This process is called “tiering.” “Tiering” or “tier” means the coverage of general matters and environmental effects in an EIR prepared for a policy, plan, program or ordinance followed by narrower or site-specific EIRs or negative declaration that incorporate by reference the discussion in any prior EIR and which concentrate on the environmental effects that (a) are capable of being mitigated, or (b) were not analyzed as significant effects on the environment in the prior EIR.

Probable environmental effects associated with buildout of the Gilroy 2040 General Plan are discussed below.

Aesthetics

The City values scenic views from the following locations, based upon policies in the current general plan:

- Hecker Pass Specific Plan Area;
- Hillsides;
- Hecker Pass Highway and Pacheco Pass Highway;
- Uvas Park Drive, Santa Teresa Boulevard, and Miller Avenue from First Street to Mesa Road;
- Farmland viewed from U.S. Highway 101; and
- Principal gateways to the City (north and south Monterey Street, State Route 152/Hecker Pass Highway, State Route 152/Pacheco Pass Highway, north and south Santa Teresa Boulevard, and at the U.S. Highway 101 interchanges at Masten Avenue, Buena Vista Avenue, Leavesley Road, and Tenth Street.

This section of the EIR will address the potential for visual impacts associated with implementation of the Gilroy 2040 General Plan.

Agricultural Resources

The City of Gilroy is adjacent to active, productive agricultural land to the north, south, and east. The most productive agricultural land has been identified as the land east and south of the city, as identified in the South County Agricultural Study.

This section of the EIR will address impacts to agricultural resources including the conversion of important farmlands (including prime farmland and farmland of statewide importance), potential conflicts with Williamson Act contracts, and potential impacts associated with land use conflicts where urban development could be proposed adjacent to active agricultural operations.

Air Quality

This section of the EIR will include an air quality analysis using the Bay Area Air Quality Management District's methodology focusing on consistency with current air quality plan control measures and the proposed Gilroy 2040 General Plan's projected vehicle miles travelled or vehicle trips.

Biological Resources

Much of the potential for development within Gilroy's Planning Boundary is subject to the requirements of the Santa Clara Valley Habitat Conservation Plan/Natural Community Conservation Plan ("habitat plan"). This section of the EIR will focus on the following:

- impacts to species covered in the habitat plan;
- impacts to species not included in the habitat plan, but identified as candidate, sensitive, or special status species by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service;
- impacts to riparian habitat or other sensitive natural community;
- impacts to federally-protected wetlands;
- impacts to wildlife movement; and
- conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

Cultural Resources (Pre-historic & Historic, and Paleontological)

Over two dozen prehistoric sites have been recorded or are thought to exist within the general plan area, with the majority occurring along the Uvas Creek drainage or the upper elevations of the floodplain to the east. Historic sites include many within historic downtown Gilroy, as well as many historic farmsteads, buildings and roadway features located in the previously rural portions of the general plan area. Most of the recorded archaeological studies conducted in the area have occurred on small parcels (less than 20 acres) and have consisted mostly of lineal studies for street or utility projects. It is assumed that the probability of prehistoric and historic sites in some areas is high within some areas.

This section of the EIR will address the potential for impacts to pre-historic, historic, and paleontological resources associated with general plan buildout.

Greenhouse Gas Emissions

This section of the EIR will include greenhouse gas emissions analysis using the Bay Area Air Quality Management District's methodology and thresholds for evaluating a project's greenhouse gas emissions impacts.

Geology and Soils

The following geology and soils issues will be addressed in this section of the EIR: earthquake faults, seismic ground shaking, ground failure, landslides, soil erosion, and expansive soils.

Hazards and Hazardous Materials

This section of the EIR will address the known hazardous materials within the Planning Boundary that are included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5. This section will also address exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires.

Flooding and Water Quality

This section of the EIR will address flooding, drainage patterns and systems, water quality, and the City's storm water management requirements, including low impact development features that will need to be addressed in the review and approval of new development projects.

Noise

This section of the EIR will describe impacts of Gilroy 2040 General Plan development policies and associated future buildout on the local noise/vibration environment. The EIR will also include short- and long-term noise measurements and existing noise contours. Projected noise modeling and contours under the 2040 General Plan will be developed. The EIR will analyze construction noise/vibration; traffic, and rail noise/vibration; and land use compatibility within the projected noise environment. The EIR will then identify effective and feasible mitigations that can be incorporated directly into 2040 General Plan policies.

Police Protection

This section of the EIR will be prepared based on consultation with the City of Gilroy Police Department regarding the capacity of the department to serve buildout of the Gilroy 2040 General Plan.

Fire Protection

This section of the EIR will be prepared based on consultation with the City of Gilroy Fire Department regarding the capacity of the department to serve buildout of the Gilroy 2040 General Plan.

Schools

This section of the EIR will be prepared based on consultation with the school district to determine capacity at existing schools, existing enrollment, and to estimate the number of students that would be generated by buildout of the Gilroy 2040 General Plan. The EIR will evaluate if existing and proposed school(s) have or would have sufficient capacity.

Water Demand and Groundwater Resources

This section of the EIR will focus on the capability of the City and the Santa Clara Valley Water District to provide potable and recycled water to accommodate buildout of the Gilroy 2040 General Plan, and whether any new or expanded facilities are required.

This section will also address the project's effect on groundwater resources, which is the City's primary source of potable water.

Wastewater

This section of the EIR will focus on the capability of the South County Regional Wastewater Authority to provide wastewater services to accommodate buildout of the Gilroy 2040 General Plan, and whether any new or expanded facilities are required.

Storm Drainage

This section of the EIR will focus on the capability of the City's storm drainage system to accommodate buildout of the Gilroy 2040 General Plan, and whether any new or expanded facilities are required.

Mobility/Transportation

This section of the EIR will address potential impacts from buildout of the Gilroy 2040 General Plan on multimodal transportation, complete streets, pedestrian facilities, bikeways, public transit, vehicular transportation, parking, and goods movement.

Mineral Resources

This section of the EIR will address potential impacts to mineral resources associated with buildout of the Gilroy 2040 General Plan.

Solid Waste

This section of the EIR will address potential impacts to relevant landfill(s) based upon solid waste generated from buildout of the Gilroy 2040 General Plan.

Energy Demand

This section of the EIR will address anticipated energy consumption associated with buildout of the Gilroy 2040 General Plan, as well as proposed and or potential energy conservation measures.

Cumulative Impacts

The cumulative effects of buildout of the Gilroy 2040 General Plan, combined with other relevant plans and programs, will be analyzed in this section of the EIR. The following issues will be addressed in this section: mobility and transportation, air quality, greenhouse gas emissions, energy, groundwater, biological resources, solid waste, and wastewater.

Growth Inducement

In accordance with CEQA Guidelines section 15126.2(d) the EIR will include a discussion of the growth-inducing impacts of buildout of the Gilroy 2040 General Plan.

Alternatives

In accordance with CEQA Guidelines section 15126.6 the EIR will include analysis of a reasonable range of alternatives to the proposed project, or to the location of the project, which could feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project. An evaluation of the comparative merits of the alternatives will be presented. The alternatives will include those considered during the alternatives consideration process for the Gilroy 2040 General Plan.



Community Development Department

Kristi A. Abrams
DIRECTOR

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Telephone: (408) 846-0451 Fax: (408) 846-0429
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Comment Form - Notice of Preparation

Comments to focus on environmental issues you think should be addressed in the draft environmental impact report (EIR).

Name: CAROLYN TOGNETTI

Agency: SAVE OPEN SPACE - GILROY

Address: 820 CARIGNANE DR.

Phone Number: 408-842-8583 Email Address: clyntognetti@aol.com

COMMENTS

Water Supply & recharge & subsidence
Greenhouse gasses
Wildlife corridors
Sewer plant & MTH's growth

RECEIVED

SEP 01 2015

PLANNING

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

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September 3, 2015

SCLGEN121
SCL/GEN/PM VAR
SCH# 2015082014Mr. Stan Ketchum
Planning Division
City of Gilroy
7351 Rosanna Street
Gilroy, CA 95020

Dear Mr. Ketchum:

Gilroy 2040 General Plan – Notice of Preparation (NOP)

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Plan referenced above. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. We have reviewed the NOP to ensure consistency with our mission and state planning priorities of infill, conservationism, and efficient development. We provide these comments consistent with the State's smart mobility goals to support a vibrant economy and build communities, not sprawl.

Traffic Impacts

As such, we recommend focusing sub-regional commerce and retail (e.g., major shopping centers) around U.S. Highway (U.S.) 101 and large retailers at the U.S. 101 interchanges. State facilities which transverse the City of Gilroy's (City) jurisdiction are the shared responsibility of the State and the City; Caltrans asks that this be recognized in the Plan.

Caltrans also recommends the City engage in continuous consultation with us regarding plans to mitigate traffic impacts to State facilities. Such strategies include, but are not limited to: (1) increasing the capacity and efficiency of U.S. 101 and State Route (SR) 152 mainlines and ramps, including the U.S. 101/SR 152 northbound (NB) and southbound (SB) on- and off-ramps; and (2) project level plans, such as the North Gilroy Neighborhood Districts Urban Service Area Amendment and the Santa Teresa Boulevard Townhouse Project, where there is the potential for traffic impacts to affect the U.S. 101 and SR 152 mainlines and ramps.

Successful long-term implementation of the Complete Streets policy can help revitalize communities, and they can give people the option to lower transportation costs by using transit, walking or bicycling rather than driving to reach their destinations. Moreover, Complete Streets

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Mr. Stan Ketchum/City of Gilroy
September 3, 2015
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elements provide:

- More options for people to go from one place to another;
- Less traffic congestion and greenhouse gas emissions;
- More walkable communities (with healthier, more active people); and
- Fewer barriers for older adults, children, and people with disabilities.

CEQA Streamlining

If future proposed projects under this Plan do not qualify for streamlining provisions under SB 375 regarding traffic impact analysis or there are impacts to the structure, safety or operations of the SHS, based on the project's location and potential for significant traffic impacts, Caltrans requests a Traffic Impact Analysis (TIA) to assess the impact of this project on the SHS and the adjacent road network. We recommend using Caltrans' *Guide for the Preparation of Traffic Impact Studies* (TIS Guide) for determining which scenarios and methodologies to use in the analysis. The TIS Guide is a starting point for collaboration between the lead agency and Caltrans in determining when a TIA is needed. It is available at the following website address: http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf.

Vehicle Trip Reduction

Caltrans encourages the City to locate any needed housing, jobs, and neighborhood services near major mass transit centers, with connecting streets configured to facilitate walking and biking to promote mass transit use and reduce regional vehicle miles traveled, thereby reducing traffic impacts on the State highways.

Caltrans also encourages the City to develop Travel Demand Management (TDM) policies to promote usage of nearby public transit lines and reduce vehicle trips on the SHS. These policies could include lower parking ratios, car-sharing programs, bicycle parking and showers for employees, and providing transit passes to residents and employees, among others.

In addition, secondary impacts on pedestrians and bicyclists resulting from any traffic impact mitigation measures should be recognized and analyzed in the TIA. The analysis should describe any pedestrian and bicycle mitigation measures and safety countermeasures that would in turn be needed as a means of maintaining and improving access to transit facilities and reducing vehicle trips and traffic impacts on State highways.

Habitat Restoration and Management

Where Caltrans' programs share stewardship responsibilities for habitats, species and/or migration routes, project level activities related to habitat restoration and management should be done in coordination with local and regional Habitat Conservation Plans and with Caltrans.

Traffic Impact Fees

Please identify traffic impact fees to be used for project mitigation. Development plans should require traffic impact fees based on projected traffic and/or associated cost estimates for public transportation facilities necessitated by development. Scheduling and costs associated with

Mr. Stan Ketchum/City of Gilroy
September 3, 2015
Page 3

planned improvements on State right-of-way should be listed, in addition to identifying viable funding sources correlated to the pace of improvements for roadway improvements, if any.

U.S. 101 and SR 152 are critical to regional and interregional traffic in the San Francisco Bay region. They are vital to commuting, freight, and recreational traffic and are among the most congested regional facilities. Given the scale and location of the Plan and the traffic generated, along with projects in the vicinity, Caltrans recommends the payment of a fair share traffic impact mitigation fee for this project.

Voluntary Contribution Program

Caltrans encourages the City to participate in the Santa Clara Valley Transportation Authority's (VTA) voluntary contribution program and plan for the impact of future growth on the regional transportation system. Contributions by the City funding regional transportation programs would improve the transportation system to lessen future traffic congestion, improve mobility, and maintain reliability on major roadways throughout the San Francisco Bay Area.

References

Caltrans recommends the City include in the Plan the California Transportation Plan 2040 and the Interregional Transportation Strategic Plan Update (October 2013) as references to Caltrans policy on interregional facilities such as U.S. 101 and SR 152 that are the shared responsibility of Caltrans and the City. Also, please ensure the Plan references the Metropolitan Transportation Commission's Regional Transportation Plan (RTP), which is currently titled *Plan Bay Area*, not the previous RTP *Transportation 2035*.

Should you have any questions regarding this letter, please contact Brian Ashurst at (510) 286-5505 or brian.ashurst@dot.ca.gov.

Sincerely,



PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: Scott Morgan, State Clearinghouse

From: [Yvonne Arroyo](#)
To: [Stan Ketchum](#); [Teri Wissler Adam](#)
Subject: Gilroy 2040 General Plan NOP
Date: Wednesday, September 09, 2015 4:27:52 PM

Dear Mr. Ketchum and Ms. Adam,

Santa Clara Valley Water District (District) staff has reviewed the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Gilroy 2040 General Plan, received on August 10, 2015. In addition to the issues generally outlined in the NOP, the District would like DEIR Flooding and Water Quality section to address the adequacy and capacity of existing creeks and channels operated and maintained by the District to accommodate runoff from new development as identified in the 2040 General Plan and identify any appropriate mitigation measures that may be needed as a result of the potential to increase the frequency of flooding, exacerbate existing flooding, or induce flooding from existing creeks or channels. In the Biological Resources section, the District recommends that DEIR address any impacts on riparian corridors resulting from the 2040 General Plan be addressed by mitigation measures that include policies that provide for riparian corridor protection and enhancement from developments located along riparian corridors or floodplain areas. It is difficult to provide comments on potential environmental impacts without seeing the proposed 2040 General Plan document. We hope that a draft 2040 General Plan will be available for review prior to release of the DEIR so that we can make more meaningful comments. Thank you for the opportunity to provide comment on the NOP, and we look forward to reviewing the 2040 General Plan and its DEIR when available for review.

Sincerely,

Yvonne Arroyo
Associate Engineer
Community Projects Review Unit
Santa Clara Valley Water District



August 27, 2015

VIA E-MAIL [stan.ketchum@ci.gilroy.ca.us]

Stan Ketchum, General Plan Project Manager
City of Gilroy
Community Development Department
7351 Rosanna Street
Gilroy, CA 95020-6197

Re: Notice of Preparation of a Draft Environmental Impact Report for the Gilroy 2040 General Plan

Dear Mr. Ketchum:

Thank you for giving the Local Agency Formation Commission (LAFCO) of Santa Clara County the opportunity to comment on the **Notice of Preparation (NOP) of a Draft Environmental Impact Report for the Gilroy 2040 General Plan**.

We look forward to reviewing the City's Draft General Plan and associated Draft EIR and providing comments, as necessary, once these documents become available to the public.

Sincerely,

Neelima Palacherla
Executive Officer

County of Santa Clara

Parks and Recreation Department

298 Garden Hill Drive
Los Gatos, California 95032-7669
(408) 355-2200 FAX 355-2290
Reservations (408) 355-2201
www.parkhere.org



August 24, 2015

Stan Ketchum
General Plan Project Manager
Gilroy Community Development Department
7351 Rosanna Street
Gilroy CA 95020-6197

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report
PROJECT: Gilroy 2040 General Plan

Dear Mr Ketchum

The County of Santa Clara, Parks and Recreation Department ("County Parks"), has reviewed the Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) for the Gilroy 2040 General Plan. County Parks' comments are primarily focused on potential impacts related to the *Santa Clara County Countywide Trails Master Plan Update*, an element of the Parks and recreation Section of the County General Plan that the Board of Supervisors adopted on November 14, 1995, relative to countywide trail routes, public access, and regional parks.

Public Service and Recreation

The NOP does not include any discussion of impacts to parks or recreation. The EIR should address these topics as specified by CEQA.

The EIR should evaluate existing parks, open space and recreational facilities locations and capacity and any new facilities under construction or planned, to address the park, open space and recreational needs of the new residents that including families and school-age children that will require these facilities, services and amenities.

The EIR should include a discussion related to the *Santa Clara County Countywide Trails Master Plan Update* and the consistency of proposed regional trail alignments and locally planned city trail alignments.

The EIR should also include a discussion relating to the nearby Coyote Lake-Harvey Bear Ranch County Park, Mt Madonna County Park, Chitactac Adams County Park, and surrounding regional trail routes as park and recreational opportunities for future residents. The EIR should also address the recreational, open space and public service impacts of the increased usage anticipated with the new residents on these existing and proposed facilities as a result of the proposed project.

Board of Supervisors: Mike Wasserman, Dave Cortese, Ken Yeager, S. Joseph Simitian, Cindy Chavez

County Executive: Jeffrey V. Smith



Thank you for the opportunity to comment on the NOP for the Draft EIR for the Gilroy 2040 General Plan. The County Parks Department would like to request a copy of the Draft EIR once it is released for public review. If you have questions related to these comments, please call me at (408) 355-2228 or e-mail me at william.fourt@prk.sccgov.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Will Fourt", with a long, sweeping horizontal line extending to the right.

Will Fourt
Park Planner

Board of Supervisors: Mike Wasserman, Dave Cortese, Ken Yeager, S. Joseph Simitian, Cindy Chavez

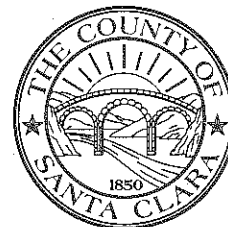
County Executive: Jeffrey V. Smith



County of Santa Clara

Department of Planning and Development
Planning Office

County Government Center, East Wing, 7th Floor
70 West Hedding Street
San Jose, California 951 10-1705
(408) 299-5770 FAX (408) 288-9198
www.sccplanning.org



August 28, 2015

Stan Ketchum, General Plan Project Manager
Community Development Department
City of Gilroy
7351 Rosanna Street
Gilroy, CA 95020

Re: Comments on Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Gilroy 2040 General Plan

Dear Mr. Ketchum:

This letter is written in response to the NOP of a DEIR for the Gilroy 2040 General Plan.

The NOP provides a very detailed description of all the environmental impact areas to be analyzed in the DEIR. However, County Planning would like to see clarification in the project description of the DEIR on whether the Gilroy 2040 General Plan encompasses future Urban Service Area expansions. In addition, County Planning recommends that the DEIR include discussion and analysis of the land use compatibility to the surrounding County General Plan land use designations, and South County Joint Area Plan. If the buildout affects any unincorporated areas of Gilroy, the impacts should be addressed thoroughly in the cumulative impacts analysis.

Thanks for the opportunity to comment on City of San Gilroy's NOP. We look forward to reviewing the Draft Environmental Impact Report (DEIR) when it becomes available. If you have any questions of the above comments, feel free to contact me at (408) 299-5797; or via email at Colleen.Tsuchimoto@pln.sccgov.org.

Sincerely,

Colleen A. Tsuchimoto

Planner III

cc: Planning – Rob Eastwood, Kavitha Kumar, David Rader, Bill Shoe

County of Santa Clara

Roads and Airports Department

101 Skyport Drive
San Jose, California 95110-1302
1-408-573-2400



August 28, 2015

Stan Ketchum
General Plan Project Manager
Gilroy Community Development Department
7351 Rosanna Street,
Gilroy, CA 95020

**SUBJECT: Notice of Preparation of Draft Environmental Impact Report
Gilroy 2040 General Plan**

Dear Mr. Ketchum:

The County of Santa Clara Roads and Airports Department is submitting the following comment regarding the preparation of an Environmental Impact Report (EIR) for the project cited above.

- County requests the transportation element of the EIR to include evaluation of the growth impact on non-City roads and highways within the proposed sphere of influence boundaries as well as outside of those boundaries.

Thank you for the opportunity to comment on the Notice of Preparation of the DEIR. If you have any questions about these comments, please contact Aruna Bodduna at 408-572-2462 or at aruna.bodduna@rda.sccgov.org.

Sincerely,

Dawn S. Cameron
County Transportation Planner

cc: MA

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013
(213) 576-7083



August 10, 2015

Stan Ketchum
City of Gilroy
7351 Rosanna Street
Gilroy, CA 95020

Dear Stan:

Re: SCH 2015082014, Gilroy (SANTA CLARA), General Plan EIR

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings in California. The Commission Rail Crossings Engineering Branch (RCEB) has received the *Notice of Preparation (NOP)* from the State Clearinghouse for the proposed City of Gilroy (City) General Plan EIR.

According to the NOP, the project area includes active railroad tracks owned by the Union Pacific Railroad Company.

RCEB recommends that the City add language to the General Plan so that any future development adjacent to or near the rail right-of-way (ROW) is planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade crossings. This includes considering pedestrian circulation patterns or destinations with respect to railroad ROW and compliance with the Americans with Disabilities Act. Mitigation measures to consider include the planning for grade separations for major thoroughfares, improvements to existing at-grade crossings due to increase in traffic volumes, and continuous vandal resistant fencing or other appropriate barriers to prevent trespassers onto the railroad ROW.

If you have any questions in this matter, please contact me at (213) 576-7076, ykc@cpuc.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ken Chiang".

Ken Chiang, P.E.
Utilities Engineer
Rail Crossings Engineering Branch
Safety and Enforcement Division

C: State Clearinghouse

Gilroy 2040 General Plan EIR
NOP Scoping Meeting

Sept 1, 2015
4:00

Attendance Sheet

<u>Name</u>	<u>Affiliation</u>	<u>email address</u>
Teri Wyster Adam	EMC Planning Gr.	
Stuart Poulter	EMC Planning	
CAROLYN TOGNETTI	SOS-GILROY & GPAC	clyntognetti@aol.com
Connie Rogers	SOS-Gilroy	jrogers@garlic.com
WALT Glines	GPAC	Walterglines@charter.net
Stan Ketchum	City of Gilroy	



September 1, 2015

City of Gilroy
Community Development Department
7351 Rosanna Street
Gilroy, CA 95020

Attention: Stan Ketchum

Subject: Gilroy 2040 General Plan

Dear Mr. Ketchum:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the NOP for a Draft EIR (DEIR) for an update to the Gilroy General Plan for the horizon year 2040. We have the following comments.

Transportation Impact Analysis (TIA) Report

VTA's Congestion Management Program (CMP) requires a Transportation Impact Analysis (TIA) for any project that is expected to generate 100 or more net new peak-hour trips. VTA's understanding is that this General Plan Update does not grant a specific development entitlement and therefore a CMP TIA is not required at this time (per Section 2.2 of the TIA Guidelines). However, as long as a transportation analysis is being prepared for the DEIR, VTA recommends that it be consistent with the TIA Guidelines (see Section 11.2.2).

The October 2014 version of the VTA TIA Guidelines, which can be found at <http://www.vta.org/cmp/tia-guidelines>, include updated procedures for documenting auto trip reductions, analyzing non-auto modes, and evaluating mitigation measures and improvements to address project impacts and effects on the transportation system. For any questions about the updated TIA Guidelines, please contact Robert Swierk of the VTA Planning and Program Development Division at 408-321-5949 or Robert.Swierk@vta.org.

Transportation Analysis

VTA recommends that the City take a multimodal approach to transportation analysis in the DEIR and TIA. VTA recommends using performance indicators such as vehicle miles travelled (VMT), non-auto mode shares, transit boardings, and air quality emissions, in addition to automobile Level of Service (LOS). The analysis should also address pedestrian, bicycle, and transit facilities in addition to roadways.

CMP Facilities

Based on the size and location of future development considered in the General Plan Update, there may be impacts to one or more CMP facilities, including freeway segments and CMP

intersections. If the transportation analysis indicates that there will be significant impacts according to CMP criteria, VTA suggests early coordination with the appropriate agencies to identify potential mitigation measures and voluntary contribution opportunities based on the latest Valley Transportation Plan (VTP) projects in the project area.

Transportation Network and Land Use Assumptions

Please clearly state the City's assumptions regarding the future transportation network and future land uses both inside and outside the City's borders in the horizon year in the DEIR. In particular, the DEIR should identify any areas where the transportation network assumptions (including freeways, arterials, and transit network) diverge from the Valley Transportation Plan (VTP) 2040 financially constrained project list. If the City is introducing changes from the VTP 2040 network, we believe it is important to understand the effects on the City's transportation system as well as Congestion Management Program (CMP) facilities, of including and not including these projects. For land use assumptions, please clearly state how the General Plan buildout figures for population, households and jobs compare to ABAG's Projections 2013 assumptions both in Gilroy and in neighboring cities.

Consistency with VTA Travel Demand Model

VTA recommends that the City refer to the VTA *CMP Local Transportation Model Consistency Guidelines* prior to developing the Transportation analysis for this DEIR. This document, which includes the local model consistency guidelines and the local model evaluation and acceptance procedure, may be downloaded from <http://www.vta.org/cmp/technical-guidelines>. We recommend that the City coordinate with VTA modeling staff early in the EIR process to discuss the application of the local model and specific local assumptions. We are happy to assist with this coordination; please contact the head of our modeling group, Transportation Planning Manager George Naylor, at (408) 321-5763, for more information.

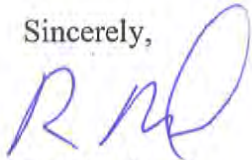
Impacts on Transit Travel Times

The Transportation analysis in the DEIR should address any potential impacts that increased motor vehicle traffic and congestion associated with the General Plan build-out may have on bus travel times, particularly in the Monterey Road corridor. We encourage the City to include policies in the General Plan supporting measures to allow transit vehicles to move through congestion and improve time competitiveness compared to the automobile, as an important element in reducing VMT and greenhouse gas emissions.

VTA would like to continue to work in partnership with the City of Gilroy as the Gilroy 2040 General Plan moves forward. Please do not hesitate to contact me at (408) 321-5784, or Robert Swierk at (408) 321-5949 to discuss how we can work with you in this process.

City of Gilroy
September 1, 2015
Page 3

Sincerely,



Roy Molseed
Senior Environmental Planner

cc: Kristi Abrams, Henry Servin, Lee Butler, City of Gilroy
John Ristow, Chris Augenstein, Scott Haywood, Robert Swierk, VTA
Patricia Maurice, Brian Brandert, Caltrans

GH1502