

# CITY OF GILROY 2040 GENERAL PLAN

ADOPTED  
NOVEMBER 2, 2020



1

# Introduction



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## Gilroy Profile

Gilroy is located at the southern end of the Santa Clara Valley, east of the Monterey Bay and at the south end of the San Francisco Bay Area region of California. The city encompasses 16.5 square miles and is surrounded by unincorporated Santa Clara County on all sides. The closest cities include Morgan Hill to the north, Hollister to the south, and Watsonville to the west. The area around Gilroy is primarily productive farmland and range land. Major landforms in the area include the Diablo Range to the east and the Santa Cruz Mountains to the west.

Gilroy lies at the intersection of U.S. 101, one of the State's major north-south arteries, and SR 152, an east-west connection between the Pacific Ocean and the Central Valley. U.S. 101 North connects Gilroy with San Jose, and Silicon Valley and San Francisco. San Jose is the nearest large city and is home to the nearest major airport (see Figure 1-1).

The following terms are used to describe the geographic boundaries used in the General Plan:

- **City Limits.** Includes the area within the city’s corporate boundary over which the City exercises land use authority and provides public services.
- **Sphere of Influence (SOI).** The city’s Sphere of Influence (SOI) is established by the Santa Clara County Local Agency Formation Commission (LAFCO), and is defined as a planning boundary outside of a city’s legal boundary (i.e., city limits) that designates the city’s probable future boundary and service area. A SOI includes both incorporated and unincorporated areas within which the City will have primary responsibility for the provision of public facilities and services.
- **Planning Area.** State law requires cities to adopt a general plan that addresses physical development within its city limits, as well as any land outside its boundaries, “which in the planning agency’s judgment, bears relation to its planning.” The Planning Area for the Gilroy 2040 General Plan encompasses the entire area within the SOI. The purpose for the expanded Planning Area is to provide the opportunity to evaluate the effects of future growth in the entire SOI and to develop further analysis of the values of the surrounding open space and agricultural areas beyond the existing and planned urban area.
- **Urban Growth Boundary.** The Urban Growth Boundary (UGB) is defined by LAFCO as “a boundary adopted by a city and/or approved by voter initiative to define the limits of its urban development.”
- **Urban Service Area.** The Urban Service Area (USA) is defined by LAFCO as “the area of land that could potentially be developed in the next five years and to which the City is committed to providing basic infrastructure and services.” The USA includes land to which the City already provides services to support development, and City policy requires that growth must first be directed to vacant and underused areas within the USA before the City extends services outside the USA. Changes to the USA must be approved by the LAFCO.

## Vision and Guiding Principles

A vision is a description of an ideal future for the community to work towards. Guiding principles express the key values and aspirations for Gilroy’s future and serve as guideposts for the goals, policies, and implementation measures contained within the General Plan. These principles expand on the main ideas contained in the vision statement so that important concepts are given more weight.

The vision and guiding principles were established early in the process to ensure all subsequent process products reflect the community's shared vision for Gilroy. All of the goals, policies, and implementation programs in this document are consistent with the vision and guiding principles.

### **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.

### **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. 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.

**5. 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. Promote Fiscal Strength.

**6. 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.

**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 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.

## General Plan Basics

### WHAT IS A GENERAL PLAN?

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. A general plan represents the community's view of its future and expresses the community's development goals. A general plan contains the goals and polices upon which a city council and planning commission base their decisions. California State law requires that each city adopt a general plan "for the physical development of the city and any land outside its boundaries that bears relation to its planning." Typically, a general plan is designed to address the issues facing the city for the next 15-20 years.

The general plan is made up of a collection of "elements," or chapters, of which seven are mandatory: Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety. Communities may include other elements that address issues of particular local concern, such as economic development or urban design. Communities can also organize their general plan any way they choose, as long as the required topics are addressed. This General Plan includes three optional elements: Economic Prosperity, Public Facilities and Services, and Parks and Recreation.

The general plan is not to be confused with the zoning ordinance. Although both the general plan and the zoning ordinance designate how land may be developed, they do so in different ways. The general plan has a long-term outlook. It identifies the types of development that will be allowed, the spatial relationships among land uses, and the general pattern of future development. Zoning regulates development through specific standards such as lot size, building setbacks, and allowable uses. However, the land uses shown on the general plan diagrams will typically be reflected in the local zoning maps as well. Development must not only meet the specific requirements of the zoning ordinance but also the broader policies set forth in the general plan.

### **USING THE GENERAL PLAN**

The General Plan is used by the City Council, Planning Commission, and City staff on a daily basis to make decisions with direct or indirect land use implications. It also 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). City residents, property owners, and businesses also use the General Plan for guidance for particular geographic areas or for particular subjects of interest to them.

The General Plan is the basis for a variety of 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.

Over time the city's population will change, its goals will evolve, and the physical environment in which its residents live and work will be altered. In order for the General Plan to be a useful document, it must be monitored and periodically revised to respond to and reflect changing conditions and needs over time.

The General Plan should be reviewed annually. A more comprehensive and thorough review and revision should be done every five to ten years to assess whether the plan needs to be refined to reflect changes in local conditions, new local priorities, or State law. State law permits the General Plan to be amended up to four times in any calendar year, unless special conditions apply as defined by Government Code Sections 65358(c) and (d). Each amendment may contain more than one change to the General Plan.

## **Structure of the Plan**

The General Plan is made up of two documents: the Policy Document and the Background Report.

### **GENERAL PLAN POLICY DOCUMENT**

The Policy Document is the heart of the General Plan. It contains the goals and policies that will guide future decisions within the city and identifies implementation programs that will ensure the goals and policies in the General Plan are carried out. The Policy Document also contains a land use diagram, which serves as a general guide to the distribution of land uses throughout the city. The General Plan Policy Document contains the following elements:

1. Introduction
2. Land Use

3. Mobility
4. Economic Prosperity
5. Housing
6. Public Facilities and Services
7. Parks and Recreation
8. Natural and Cultural Resources
9. Potential Hazards
10. Environmental Justice
11. Implementation



Table 1-1 shows how the elements of the Gilroy 2040 General Plan are organized to meet the mandatory requirements of State law.

Table 1-1 Elements of The Gilroy 2040 General Plan									
Gilroy 2040 General Plan Elements	General Plan Elements Required by State Law								Optional Elements Allowed By State Law
	Land Use	Circulation	Housing	Conservation	Noise	Open Space	Safety	Environmental Justice	
Land Use	●								
Mobility		●							
Economic Prosperity									●
Housing			●						
Public Facilities and Services									●
Parks and Recreation						●			●
Natural and Cultural Resources				●		●			
Potential Hazards					●		●		
Environmental Justice								●	

**GENERAL PLAN BACKGROUND REPORT**

The Background Report is a profile of Gilroy as it existed in 2014 when the background research was conducted. The Background Report, which provides the formal supporting documentation for General Plan policy, addresses 12 subject areas: land use and community character, transportation, economic development, natural resources, cultural resources, open space and recreation, hazards and safety, public facilities and services, air quality, climate change, healthy communities, and environmental justice. The Report provides staff, decision makers, the public, and local agencies with a factual context for



making policy decisions. The Background Report also serves as the existing setting for the Program Environmental Impact Report (PEIR) prepared on the General Plan.

## **General Plan Organization**

The Gilroy 2040 General Plan Policy Document is organized into four sections with multiple subsections:

### **PART 1: INTRODUCTION**

- Gilroy Profile
- Vision and Guiding Principles
- General Plan Basics
- Structure of the Plan
- General Plan Organization
- Using the General Plan
- General Plan Preparation

### **PART 2: GENERAL PLAN ELEMENTS**

- Land Use
- Mobility
- Economic Prosperity
- Housing
- Public Facilities and Services
- Parks and Recreation
- Natural and Cultural Resources
- Potential Hazards
- Environmental Justice

### **PART 3: GENERAL PLAN ADMINISTRATION AND IMPLEMENTATION**

- Priority Implementation Programs
- Administering the General Plan
- General Plan Consistency in Implementation

### **PART 4: APPENDICES**

- Glossary

### Using the General Plan

The Gilroy 2040 General Plan is intended for use by all members of the community including residents, businesses, developers, and decision makers. The General Plan has policies throughout all of the elements that are interrelated and should be examined comprehensively and should be considered together when making planning decisions related to land use, growth, and development.

A summary of how various individuals and groups can use the General Plan is described here.

#### **Residents**

The General Plan indicates the general types of uses that are permitted around housing, long-range plans that may affect neighborhoods, and the policies the City of Gilroy will use to evaluate development applications. The General Plan indicates how Gilroy will attract businesses that provide goods and services to meet daily needs and new jobs that are closely matched to educational skills and that lessen the need to commute. The General Plan informs residents how Gilroy plans to improve transportation infrastructure, continue to provide adequate public services, and protect valued open spaces and environmental resources. Cumulatively, the General Plan identifies the actions the City will take to ensure that the city and its neighborhoods remain great places to live.

#### **Businesses**

The General Plan outlines the measures the City expects to take to help support local businesses, protect investments, and encourage future success. The General Plan identifies the City's expectations for businesses and provides the policies to ensure business operations will be compatible with surrounding businesses and nearby residential uses.

#### **Developers**

For developers working within the city, the General Plan introduces the community, provides background information, and outlines the development policy and expectations for future development. It is important that developers review all elements of the General Plan to gain a complete perspective on how and where development may take place. Other applicable documents such as specific plans, the Zoning Ordinance, and Design Guidelines should be reviewed to gain a comprehensive understanding of the City's regulatory documents and processes.



## **Decision Makers**

The General Plan is a key policy document that provides direction to City staff, the Planning Commission, other boards and commissions, and the City Council in review of land use and public investment decisions. Future development decisions must be consistent with the General Plan. The General Plan provides a detailed implementation program that identifies actions to be completed by the City. The General Plan also provides the policy framework to be considered by the City Council, Planning Commission, and other decision makers. Finally, the Plan is also intended to help other public agencies, from Caltrans to the Metropolitan Transportation Commission to local school districts, as they contemplate future actions in and around Gilroy.

## **General Plan Preparation**

In August 2013, the City initiated a comprehensive update to the adopted 2020 General Plan. The update focused on a number of important steps, including gathering information about existing conditions, establishing a vision and guiding principles, and evaluating land use alternatives. The process also included, preparing new General Plan goals, policies, and programs to address changing conditions and priorities, and new State laws.

The Gilroy 2040 General Plan was prepared through a seven-phase process described below in Table 1-2.

TABLE 1-2 GILROY 2040 GENERAL PLAN PROCESS																	
Phases	2013		2014		2015		2016			2017		2018		2019		2020	
	1 <sup>st</sup> Half	2 <sup>nd</sup> Half	1 <sup>st</sup> Half	2 <sup>nd</sup> Half	1 <sup>st</sup> Half	2 <sup>nd</sup> Half	1 <sup>st</sup> Half	2 <sup>nd</sup> Half		1 <sup>st</sup> Half	2 <sup>nd</sup> Half	1 <sup>st</sup> Half	2 <sup>nd</sup> Half	1 <sup>st</sup> Half	2 <sup>nd</sup> Half	1 <sup>st</sup> Half	2 <sup>nd</sup> Half
Phase 1 Project Initiation																	
Phase 2 Background Report																	
Phase 3 Vision and Guiding Principles																	
Phase 4 Land Use Alternatives																	
Phase 5 Prepare the General Plan																	
Phase 6 Environmental Review																	
Phase 7 Plan Adoption																	

Voter Initiative: Urban Growth Boundary (November 2016)

**THE GILROY 2040 GENERAL PLAN WAS PREPARED THROUGH A SEVEN-PHASE PROCESS DESCRIBED BELOW. PHASE 1: PROJECT INITIATION**

The City initiated the first Phase of the Gilroy 2040 General Plan in August 2013. Phase 1 involved developing a comprehensive Community Engagement Strategy that provided project awareness and encouraged participation by residents, businesses, property



owners, and other community stakeholders. The first General Plan Advisory Committee (GPAC) meeting was held on October 9, 2013 and a Community Workshop on November 13, 2013 to discuss the issues, opportunities, and assets in Gilroy.

### **PHASE 2: BACKGROUND REPORT**

City staff and the consultant team prepared a Background Report to summarize the major findings of the research and analysis. It provided a profile of the existing conditions and trends within Gilroy and the surrounding area as of 2014. The Background Report was published as a separate document but is part of the General Plan. The report also served as the environmental setting for the Program Environmental Impact Report (PEIR); however, it is not part of the PEIR.

### **PHASE 3: VISION AND GUIDING PRINCIPLES**

City staff identified the major themes that resonated with the community members and then used these themes to develop the Draft Gilroy 2040 General Plan Vision and Guiding Principles. The City also used MindMixer, an online Townhall forum, to present the Draft Gilroy 2040 General Plan Vision and Guiding Principles to the community and to discuss and brainstorm ways to improve and refine the document.

The GPAC reviewed and refined the Draft 2040 Vision and Guiding Principles document. City staff and the consultant team revised the Draft Vision and Guiding Principles based on GPAC recommendation and presented a revised document to the Planning Commission and City Council on May 14, 2014.

### **INITIAL PHASE 4: LAND USE ALTERNATIVES**

In June 2014, City staff and the consultant team began the process of preparing land use alternatives for Gilroy. The City received input on the land use alternatives through community meetings and workshops, the online townhall forum, and study sessions with the Planning Commission and City Council. The consultant team used the baseline information to help formulate the alternatives and evaluate how each of the alternatives addressed the Vision and Guiding Principles. Once drafted, the GPAC, Planning Commission, and City Council reviewed the three alternatives. The City Council approved the preferred alternative on May 18, 2015. The preferred alternative is a hybrid alternative combining parts from each of the three alternatives.

### **INITIAL PHASE 5: PREPARING THE GENERAL PLAN**

From April to July 2015, City staff and the consultant team prepared the draft goals, policies, and implementation programs for the General Plan. All City departments participated in the process of reviewing and refining the implementation programs. The goals, policies, and implementation programs were then consolidated and organized to create the Preliminary Draft General Plan Policy Document.

From August to October 2015 the GPAC reviewed the Preliminary Draft General Plan at meetings. After each meeting, City staff and the consultant team revised the Preliminary Draft General Plan based on input and direction from the GPAC. The Planning Commission and City Council subsequently reviewed and commented on the Plan. In December 2015, the City Council authorized the Preliminary Review Draft General Plan for analysis in the Program EIR

### **INITIAL PHASE 6: ENVIRONMENTAL REVIEW**

The initial environmental review of the General Plan began in September 2015. The City released a Notice of Preparation on August 6, 2015 and held an Environmental Impact Report Scoping Meeting on September 1, 2015. City staff and the consultant team then prepared an Administrative Draft Program Environmental Impact Report (ADPEIR) to analyze the potential environmental impacts of the General Plan and to identify mitigation measures to reduce potentially significant impacts. However, this work was suspended as a result of a voter initiative related to the Urban Growth Boundary.

### **2016 VOTER INITIATIVE; URBAN GROWTH BOUNDARY**

Following the December 2015 Council action, some community members raised concerns over the approach to expanding growth in the community, particularly areas east of Santa Teresa, west of Highway 101, and north of Welburn Avenue. Those concerns resulted in a 2016 voter initiative to establish an Urban Growth Boundary. The City Council then determined that work on the 2040 Gilroy General Plan and Program EIR should pause until after the election. In November 2016, the voters approved the Urban Growth Boundary that reduced the overall potential growth areas for the City. This approval required that the original Draft General Plan be revised to account for the substantial change in anticipated growth patterns.

### **NEW PHASE 4: REVISED LAND USE ALTERNATIVES ANALYSIS**

In early-2017, the 2040 Gilroy General Plan restarted with a revised Land Use Alternatives Analysis. The new Analysis incorporated the Urban Growth Boundary and considered alternative growth patterns and development areas for community consideration. The new analysis included a revised Alternatives Report and was reviewed by the GPAC between 2017 and April 2018. The revised alternatives analysis a new approach to future development in the Neighborhood Districts in the northern and southern ends of the City, as well as a new vision for a mixed-use First Street Corridor.

In April 2018, the City initiated a separate planning project with the Gilroy Economic Development Corporation (GEDC) to consider new approaches to boost economic diversity in the City. The Gilroy Place-Based Economic Development Strategy update was a one-year project that evaluated the utilization and redevelopment of land within the city



limits, as well as ways Gilroy could evolve and expand its economy. The City paused the 2040 General Plan from April 2018 to April 2019 until the completion of the Economic Development Strategy

Upon completion of the Gilroy Place-Based Economic Development Strategy in April 2019, the 2040 Gilroy General Plan restarted with a renewed look at the alternatives analysis to address any potential changes from the Economic Development Strategy. In July 2019, City staff and the Consultant facilitated two community workshops on the land use alternatives and Alternatives Report. Following the workshops, feedback from the community was presented to the GPAC for consideration, and a preferred land use alternative was drafted. On November 18, 2019, the City Council approved the 2040 General Plan Land Use Alternative, following review and recommendation for approval by the Planning Commission on October 3, 2019 and the GPAC on August 22, 2019

### **ENVIRONMENTAL JUSTICE ELEMENT**

In 2016, SB 1000 was signed into law by the Governor. SB 1000 requires local governments to address environmental justice, described as the fair treatment of people of all races, cultures, and incomes, in their General Plans. The law requires cities to identify areas that may experience disproportionate impacts from pollution and other health hazards. The City identified impacted neighborhoods, defined as the Equity and Engagement District, and prepared the Environmental Justice Element that includes goals, policies, and programs to address those impacts.

### **NEW PHASE 5: REVISING THE DRAFT GENERAL PLAN**

The Revised Draft General Plan that reflected the Urban Growth Boundary, the Gilroy Place-Based Economic Development Strategy from 2018, and the new Environmental Justice Element was submitted to the GPAC in October 2019. At their January 23, 2020 meeting, the GPAC recommended approval of the Revised Draft General Plan which was recommended for approval by Planning Commission on February 6, 2020. On March 16, 2020, the City Council authorized the Revised General Plan for environmental review. City staff and the Consultant prepared the Notice of Preparation, facilitated a Scoping Meeting, and prepared the Draft Program EIR for internal review and circulation.

### **NEW PHASE 6: ENVIRONMENTAL REVIEW**

The City published the new Draft PEIR on June 22, 2020 and the 45-day review and comment period occurred from June 26, 2020 through August 10, 2020, following public notification. City staff and the consultant team responded to public comments on the Draft EIR and prepared and released the Final PEIR on September 25, 2020. The Final PEIR was certified by the City Council on November 2, 2020.

### **PHASE 7: PLAN ADOPTION**

The formal adoption process for the Gilroy 2040 General Plan involved public hearings by the Planning Commission and City Council:

- October 1, 2020: Planning Commission Public Hearing
- November 2, 2020: City Council Public Hearing

The Gilroy 2040 General Plan and the Draft and Final PEIR were discussed at each meeting. At the October 1, 2020 public hearing, the Planning Commission provided a recommendation to the City Council to certify the Final PEIR, approve the associated CEQA documents, and approve the Gilroy 2040 General Plan. At the November 2, 2020 public hearing, the City Council certified the Final PEIR, approved the associated CEQA documents, and approved the Gilroy 2040 General Plan.

## **Community Engagement**

The City staff and consultant team created a comprehensive community engagement process to ensure all community members had the opportunity to be involved as an integral component in the General Plan process. The purpose of the community engagement strategy was to gain an understanding of the community's values, priorities, and aspirations, and to work collectively to incorporate them into the new General Plan to guide the vision for the future of Gilroy. Community input was collected by the following efforts:

- Community Workshops
- Community Group Meetings
- Technical Advisory Committee
- General Plan Advisory Committee
- Economic Development Strategic Plan Outreach
- [www.Gilroy2040.com](http://www.Gilroy2040.com)
- Online Townhall Forum

### Community Workshops

The City conducted four Community Workshops as part of the outreach effort to involve community members in the General Plan process. The workshops were held on:

- November 19, 2013 – Workshop #1: Issues, Opportunities, and Assets
- April 2, 2014 - Workshop #2: Envisioning Gilroy
- June 21, 2014 - Workshop #3: Plan for Growth
- February 25, 2015 - Workshop #4: Plan for Gilroy's Growth
- July 22 and 23, 2019 - Workshop #5: Land Use Alternatives



- November 8, 2020 - Workshop #6: Equity and Engagement

At each workshop, City staff presented an overview of the General Plan. The presentation, community members participated in a variety of interactive exercises to provide input on the General Plan and to identify the community's values, concerns, priorities, and ideas for improving Gilroy. After the exercises, community members participated in a large group discussion to summarize the major ideas or themes expressed during the exercises.

### Community Group Meetings

To gain additional input on the General Plan, the City held meetings to discuss the General Plan process. The various meetings are identified below.

- December 4, 2013 - Latino Outreach
- January 8 and 9, 2014 - Stakeholder Interviews
- February 13, 2014 - South County Collaborative
- March 20, 2014 - Environmental Groups
- April 14, 2014 - Interfaith Council

At each meeting, community members discussed the General Plan process and participated in a variety of interactive exercises to identify the community's values, concerns, priorities, and ideas for improving Gilroy.

### Technical Advisory Committee

The Technical Advisory Committee (TAC) acted as an advisory body to the consultant team and City staff and was made up of department heads and staff from various city departments. The TAC had five meetings to review and provide input on the General Plan.

- September 25, 2013 – TAC Meeting #1
- February 12, 2014 - TAC Meeting #2
- July 30, 2104 - TAC Meeting #3
- September 18, 2014 - TAC Meeting #4
- January 21, 2015 - TAC Meeting #5

### General Plan Advisory Committee

The General Plan Advisory Committee (GPAC) was comprised of Gilroy residents, representatives from various City commissions, including two City Council members, Planning Commission, Bicycle and Pedestrian Commission, Arts and Culture Commission, and Parks and Recreation Commission, and served as an advisory body to the consultant team and City staff. The GPAC met throughout the entire General Plan process to provide comments and input on the General Plan. The first meeting was held on October 9, 2013 and the final meeting on January 23, 2020. The GPAC held 34 meetings during the General

Plan process. The GPAC addressed specific issues associated with the Gilroy 2040 General Plan including land use, economic development, mobility and transportation, air quality, infrastructure, community design, natural and cultural resource preservation, open space, health, safety, environmental, and regional issues. All GPAC meetings were open to the public, and members of the public regularly participated in the discussions.

### Economic Development Strategic Plan Outreach

Outreach for the Economic Development Strategic Plan (EDSP) included interviews with various individuals and community groups. Interviews included business representatives, non-profit organizations, educational organizations, the Economic Development Corporation, Chamber of Commerce, Welcome Center, and the Downtown Business Association. The outreach also included an online survey with area businesses and an in-depth review and recommendation by the GPAC. The development of the EDSP occurred early in the General Plan process and served to inform many of the later steps.



### Gilroy2040.com

To help expand the outreach efforts of the General Plan, a website was created ([www.Gilroy2040.com](http://www.Gilroy2040.com)) to provide information on the process including General Plan information, meeting dates and locations, past meeting minutes, and related documents. Gilroy2040.com was used throughout the General Plan Update process to ensure community members were informed and were able to be involved.

### Townhall Forum

The MindMixer townhall forum provided an on-line community conversation and idea-generation website that helped the City receive citizen input about the General Plan. The City recognized that many members of the Gilroy community would not have the time to attend community workshops and neighborhood meetings. The MindMixer townhall forum software mimics community workshops and allows residents to be involved in the process even if they are unable to attend in person. The Townhall Forum provided an additional opportunity for residents to participate in the process and express their ideas for improving Gilroy.

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**Land Use**



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## Introduction

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.

## Land Use Diagrams and Development Standards

The Land Use Diagram depicts land uses for Gilroy through the year 2040 and beyond. The land uses are represented using designations – districts that specify the type and intensity of allowed land uses. The boundary lines between land use designations are delineated as specifically as possible, in most cases following parcel lines.

The following sections describe the land use designations appearing on the Land Use Diagram, and standards of residential density and building intensity for those designations.

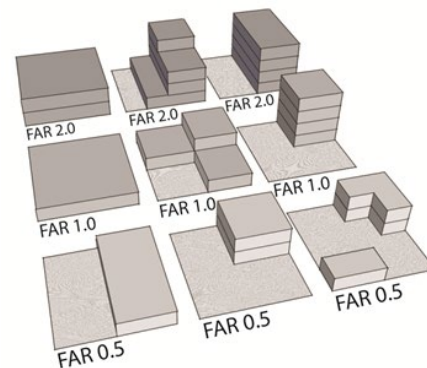
**DEVELOPMENT STANDARDS**

These are legal standards of density for residential uses and standards of building intensity for nonresidential and mixed use. The following explains how these standards operate.

**Density.** Standards of building density for residential uses are stated as a range (i.e., minimum and maximum) of allowable number of dwelling units per net acre. A gross acre is an acre of land, including streets and right-of-ways, designated for a specific use. A net acre is the remaining land excluding streets, public right-of-ways, non-residential land uses and other public facilities. In urban areas net acreage is normally 20 to 25 percent less for a given area than gross acreage. The diagram below shows various building configurations representing different density ranges. Standards of population density can be determined based on an assumption of persons per dwelling unit.

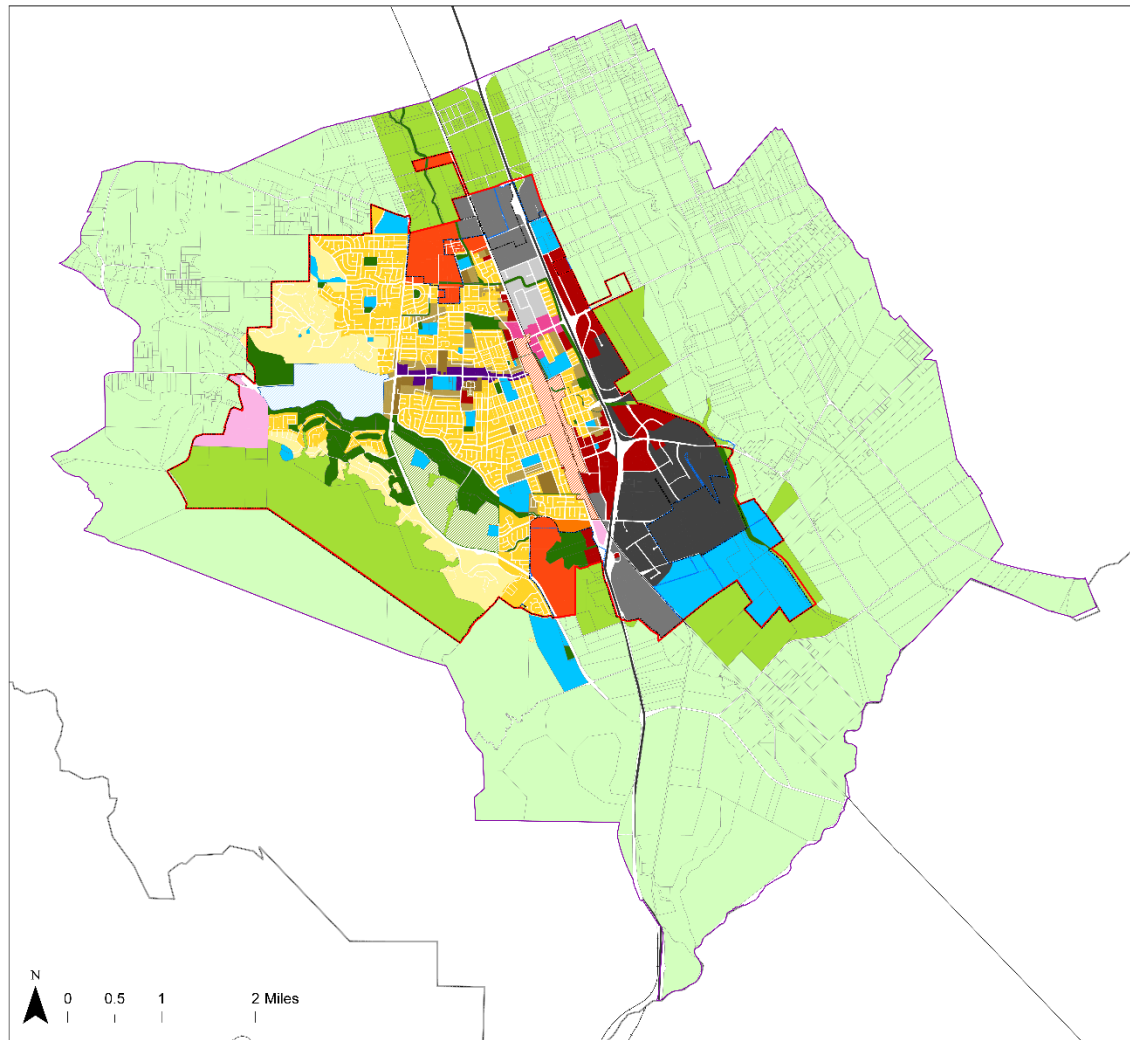
**Floor Area-Ratio (FAR).** Commercial and industrial use intensities are determined by a maximum floor area ratio (FAR) standard. FAR refers to the ratio of building floor space compared to the square footage of the site. FAR is calculated by dividing the floor area of all buildings on the site by the total square footage of the site. For example, a 12,500 square foot building on a 25,000 square foot site has a FAR of 0.5. The maximum FAR standard limits the overall size of development on a property. As an example, a maximum FAR of 0.75 would allow 75,000 square feet of building floor area on a 100,000 square foot lot. The 75,000 square feet could be provided in one building or divided between multiple buildings. The building could also be designed as a multi-story structure on a smaller footprint (e.g., three 25,000 square foot floors).

When calculating FAR, the building square footage includes finished interior spaces and excludes parking garages, structured parking levels, enclosed covered porches, and exterior open space, such as courtyards, roof gardens, and balconies. The net acreage of the site is also used for the FAR calculation. Net acreage excludes land required for public and private streets, public parks, and other public facilities.



While FAR provides for the overall development size and intensity, it does not specify the form or character of the building. Different interpretations of the same FAR can result in buildings of very different character.

# Land Use Diagram



## Gilroy 2040 General Plan Land Use Diagram

- S Proposed Schools
  - P Proposed Parks
  - City Limits
  - County Limit
  - Urban Growth Boundary
  - Planning Area/Sphere of Influence
  - Urban Service Area
- Other**
- Park and Recreation Facility
  - Open Space
  - Public and Quasi-Public Facility
  - Rural County
- Residential**
- Hillside Residential (<1.4 du/ac)
  - Low Density Residential (3-6 du/ac)
  - Medium Density Residential (8-12 du/ac)
  - High Density Residential (>20 du/ac)
  - Neighborhood District High (0-30 du/ac. See page LU-12, Table 2-1)
  - Neighborhood District Low (0-30 du/ac. See page LU-12, Table 2-1)
- Commercial**
- General Services Commercial (Max. FAR: 2.0; Hotels: 4.0)
  - City Gateway District (Max. FAR: 2.0; Hotels: 4.0)
  - Visitor Serving Commercial (Max. FAR: 2.0; Hotels: 4.0)
- Industrial**
- General Industrial (Max. FAR: 3.0)
  - Employment Center (Max. FAR: 3.0)
  - Industrial Park (Max. FAR: 1.0)
- Mixed Use**
- Mixed Use (20-30 du/ac. Max. FAR: 0.30-2.50)
- Specific Plans**
- Downtown
  - Glen Loma Ranch
  - Hecker Pass



Last Updated: September 2020

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## Land Use Designations

The Land Use Diagram presents five general categories of land uses: residential, mixed use, commercial, industrial, and “other” (e.g., parks and recreation, agriculture). The land use designations that appear on the diagram are described below. The definitions include the allowed use, density, and intensity.

### Residential Designations

#### **HILLSIDE RESIDENTIAL (HR)**

This designation is generally applied to developable hillside areas with slopes of 10 percent to 30 percent. Developments in these areas must follow special design and siting criteria to preserve the sensitive hillside environment together with the views and vistas of surrounding hillsides, hilltops, and ridgelines, as specified in the Residential Hillside Zoning District regulations and in the City’s adopted Hillside Development Guidelines. The Hillside Residential designation promotes a rural environment where typical urban infrastructure (e.g., street lights) is not typically provided.

**Density:** <1-4 dwelling units per net acre, in accordance with the slope density formula set forth in the Residential Hillside Zoning District Zoning Ordinance.

#### **LOW DENSITY RESIDENTIAL (LDR)**

This is the most common residential land use designation in Gilroy. It is applied to areas of predominantly single family detached dwellings, with typical lot sizes ranging from 5,000 square feet to 7,000 square feet. Appropriate residential uses include single family detached homes and secondary (“accessory”) dwelling units that comply with City standards. Other compatible uses include religious facilities, day care and group care facilities, schools, and parks.

**Density:** 3-8 dwelling units per net acre

### **MEDIUM DENSITY RESIDENTIAL (MDR)**

This designation is intended primarily for multi-family attached structures (townhomes, condominiums, apartment buildings). Single family detached dwellings and two-family dwellings are only allowed if the project is consistent with other General Plan goals and policies, the Zoning Ordinance and other development policies and standards, with or without secondary units. Buildings are typically two to three stories tall. This designation is typically applied to transition areas between lower-density neighborhoods and higher-density developments or commercial areas. It is usually located on or near arterials or collector streets and in close proximity to neighborhood facilities such as a school or park. Compatible non-residential uses include religious facilities, day care and group care facilities, schools, and parks.

**Density:** 8-20 dwelling units per net acre

### **HIGH DENSITY RESIDENTIAL (HDR)**

This designation allows higher-density attached housing types (apartments and condominiums), often within walking distance of commercial areas. The predominant housing type is multi-family dwellings, such as apartments or condominiums, with buildings typically comprising two or more stories. High-density developments are usually located along major transportation corridors, in close proximity to commercial areas, transit stops, schools, and parks. Compatible non-residential uses include religious facilities, day care and group care facilities, schools, and parks. When consistent with other General Plan policies, some commercial uses may be combined with high-density residential if minimum densities are maintained. There is no maximum density specified for High Density Residential. The density of individual projects will be determined by other General Plan goals and policies, the Zoning Ordinance, and other development policies and standards.

**Density:** 20+ dwelling units per net acre

**NEIGHBORHOOD DISTRICT HIGH AND LOW**

The purpose of these designations is to encourage compact, complete, neighborhood-style development. Traditional single-family uses will comprise a substantial portion of these districts. Commercial and medium- to high-density residential uses should be clustered to form neighborhood centers. Neighborhood centers would be centrally located to be convenient to as many residents as possible. Residents can access neighborhood centers easily by walking, biking, or driving. Neighborhood-serving amenities such as schools, parks, open space, and neighborhood commercial will be integrated in the neighborhood design in a manner that provides the greatest benefit to the community. Neighborhood District High and Low may use a Neighborhood Commercial (NC) designation to designate land in neighborhood centers to encourage low-intensity commercial uses that cater directly to residents in the immediate neighborhood.

Prior to approval of annexation and other land use entitlements, a Specific Plan shall be prepared for the entire Neighborhood District area. The Specific Plan will be implemented by the Neighborhood District Zoning District and the Neighborhood District Policy, which provide further guidance on topics including phasing of development, location and mix of uses, site and architectural design, affordable housing, circulation, and open space. Neighborhood Districts High and Low have different housing density requirements, as shown in Table 2-1 below.

The Neighborhood District Low retains the density ranges from the prior General Plan. The Neighborhood District High establishes an average density to be achieved for each category. Density is calculated excluding land required for streets, parks, schools, resource protection, neighborhood commercial, or other infrastructure and/or amenities. The percentages in Table 2-1 specify the amount of residential land area to be designated for each density category. The 0-7 du/ac category is intended for single family detached dwellings with varying lot sizes. The 7-9 du/ac (average neighborhood density) category is intended for a combination of two-family and some single-family detached dwellings. The 9-16 du/ac category is intended to accommodate a combination of small-lot and attached single-family dwellings, as well as multi-family dwelling options. The 16-30du/ac category is intended to provide a variety of attached single-family and multi-family residential styles of development.

**Table 2-1: Density Ranges**

	<b>0-7 du/ac</b>	<b>7-9 du/ac</b>	<b>9-16 du/ac</b>	<b>16-30 du/ac</b>
<b>Neighborhood District Low</b>	82% max.	5% min.	10% min.	3% min.
<b>Neighborhood District High</b>	60% max.	5% min.	25% min.	10% min.
Note: Neighborhood District percentages are based on land area.				

## Mixed Use Designations

### Mixed Use (MU)

The purpose of this designation is to encourage a mix of retail, office, and high-density residential uses. Multi-story structures and more intense uses should be located at major intersections and lower-intensity uses adjacent to neighborhoods. Street-level frontage of mixed-use projects shall be developed with pedestrian-oriented, typically commercial, uses. Residential uses can be integrated on the same site with other uses in either a vertical or horizontal design. Stand-alone residential uses are not allowed. Access to reliable, frequent transit service is a key feature of this designation. The streetscape should have landscaping, lighting, public art, pedestrian amenities, and bicycle access. The residential density of a mixed-use project may be reduced if the overall form and mixed-use nature of the project are maintained, but in any case no lower than 20 du/ac.

**Density:** 20-30 dwelling units per net acre

**FAR:** 0.30 – 2.50 (applicable to commercial only)

## Commercial Designations

### **VISITOR SERVING COMMERCIAL (VSC)**

The purpose of this designation is to allow for uses that cater to visitors to Gilroy and travelers passing through Gilroy. Examples of compatible uses include tourist attractions, commercial recreational uses, motels, hotels, restaurants, drive-through (fast food) restaurants, and gas stations. Gilroy Gardens is the largest “visitor serving” use in the city. All other Visitor-Serving Commercial areas are located in close proximity to U.S. 101 and its access ramps, where they are easily accessible by car and highly visible.

**Maximum FAR: 2.0; Hotels: 4.0**

### **GENERAL SERVICES COMMERCIAL (GSC)**

The purpose of this designation is to allow for commercial uses that typically have a larger market area and a greater volume of customers (e.g., a furniture store, department store, or big box stores) than establishments in the Neighborhood Commercial category. This designation also allows uses with a mix of “commercial and industrial” characteristics and encourages a mix of uses, such as offices and hotels. These are low-intensity commercial operations with a light manufacturing or light industrial nature (e.g., glass shops, small welding shops, and plumbing shops). Also included are establishments for automobile sales and service that require large lots to house their equipment and merchandise.

**Maximum FAR: 2.0; Hotels: 4.0**

### **CITY GATEWAY DISTRICT (CGD)**

The purpose of the City Gateway District is to welcome visitors and residents to Gilroy through street beautification, distinctive architecture, and commercial services. Areas with this designation will be located near high traffic entrances to the city and balance the needs of drivers with the needs of other transportation modes. Parking lots and gas stations should be screened and beautified, enhanced landscaping should be incorporated to frame the view of the visitor, and new development is encouraged to locate close to the sidewalk edge to establish a strong, vibrant street frontage. New parking lots are located to the side or behind buildings. Allowed uses include retail, service, office, hotels, and other visitor serving uses.

**Maximum FAR: 2.0; Hotels: 4.0**

### **NEIGHBORHOOD COMMERCIAL (NC)**

The purpose of this designation is to encourage low-intensity commercial uses that cater directly to residents in the immediate neighborhood only, rather than to the entire city. Typical uses include small retail establishments such as cafes, bakeries, small grocery stores, daycare centers, small bank branches, and cleaners. Small professional offices are also considered compatible. All structures must be sited and designed in keeping with the scale and character of the surrounding neighborhood. Ample landscaping and creative design are encouraged to create neighborhood amenities such as pedestrian and bike access, small outdoor gathering places, and small-scale neighborhood landmarks. The General Plan does not include the "Neighborhood Commercial" designation on the Land Use Diagram, as it is a use encompassed under the "Neighborhood District" designation. However, the Plan maintains the Neighborhood Commercial designation included here for potential application in specific plans and other more detailed land planning efforts.

**Maximum FAR: 1.0**

## Industrial Designations

### **INDUSTRIAL PARK (IP)**

The purpose of this designation is to allow for low-intensity industrial developments that can locate in proximity to residential and commercial uses with a minimum of environmental conflict. Although development in these areas still must meet strict landscaping, buffering and design standards, it does not require a “campus” setting or integrated open space areas. Typical uses include office, light manufacturing operations, electronics assembly plants, and large warehouses.

**Maximum FAR:** 1.0

### **EMPLOYMENT CENTER (EC)**

The Employment Center designation is intended to support businesses and provide a broader range of employment types and intensities. This designation is suitable for office development, light industrial, research and development, medical, and high-tech uses. In addition, large-scale commercial can also locate in this designation if consistent with other commercial and industrial General Plan goals and policies. This designation is present at two locations in the City. The first location is easterly of U.S. 101, southerly of the U.S. 101/Monterey Street interchange. The second is west of U.S. 101, northerly of the intersection of Monterey Road and Las Animas Avenue. Due to the high visibility of these areas at the northerly and southerly “gateways” to Gilroy, light and heavy industrial uses that cannot be properly screened are discouraged. Site design will provide urban-style landscaping, with storage areas and loading bays kept out of sight.

**Maximum FAR:** 3.0

### **GENERAL INDUSTRIAL (GI)**

The purpose of the General Industrial designation is to provide areas for heavy industrial uses. Development located in these areas characteristically requires good truck and/or rail access. Examples of activities in a General Industrial area include large scale manufacturing, assembly, storage, distribution, and wholesaling.

**Maximum FAR:** 2.0

## Other Designations

### **RURAL COUNTY (RC)**

The purpose of this designation is to preserve rural residential, hillside, and productive agriculture land uses located outside areas planned for urban development. Much of this area has soils capable of producing a wide variety of crops or supporting grazing. Allowed uses include rural residential, grazing, active agricultural production, associated agricultural processing, sales, and support uses. Typical building types include low-intensity structures associated with farming and agricultural processing and sales. One single dwelling unit per parcel is allowed in the Rural County designation.

### **OPEN SPACE (OS)**

This designation is applied to areas where urban development is either inappropriate or undesirable. Specifically, it is intended to preserve and protect lands that are considered environmentally unsuitable for development, including natural resource areas such as the Uvas Creek and Llagas Creek corridors and the southwestern foothills and hazardous areas such as fault zones and floodways.

While some limited activities and structures may be allowed, these are subject to site-specific environmental review and must be limited in scope to ensure preservation of natural resources and protection of public health and safety. For example, there may be an opportunity to allow public access to City owned Open Space for limited activities, such as hiking and bicycling, in furtherance of City Council Resolution 2020-56, supporting Gilroy as a Recreation Destination; however such activities would be subject to review under the California Environmental Quality Act.

### **PARKS AND RECREATION (PR)**

The purpose of this designation is to identify existing and future developed park lands, including existing and planned "linear parks" that serve both a circulation and recreation function. It is also applied to public recreation areas such as golf courses.

### **PUBLIC/QUASI-PUBLIC FACILITY (PQP)**

The purpose of this designation is to identify existing and planned future public or quasi-public facilities. Examples of public facilities include schools, City Hall, the library, police and fire stations, and utility sub-stations; examples of quasi-public facilities include Gavilan Hills Memorial Park Cemetery and Saint Louise Hospital.


### **URBAN GROWTH BOUNDARY**

The Urban Growth Boundary (UGB) applies to land within the Planning Boundary/Sphere-of-Influence that is intended for urbanization at some point in the future. The UGB indicates the extent and direction of the city's future urban expansion and capital improvements planning. Lands outside the UGB are to be preserved for rural and agricultural uses. The UGB line on the Land Use Diagram denotes the locations where planned future growth extends beyond the Urban Service Area.

### **URBAN SERVICE AREA**


The Urban Service Area (USA) is the area of land to which the City is committed to providing basic infrastructure and services for urban development. The USA: a) encourages compact and concentric urban growth and development; b) promotes fiscal responsibility, cost-effective service delivery, and the City's ability to plan for and adequately maintain urban services over time; and c) provides for an adequate land supply necessary for sustainable economic growth. Urban zoning, development approvals, and building permits will only be granted to properties within the USA. Applications for inclusion in the USA will be accepted annually and evaluated based on General Plan policies promoting infill development and efficiency in the provision of urban services. The USA is generally coterminous with the Urban Growth Boundary (UGB), except where the UGB is shown separately.

### **PROPOSED PARKS**

Locations of existing parks are identified on the Land Use Diagram. New parks will be needed in the future based on planned residential growth (e.g., in the Neighborhood Districts); however, no specific park site has yet been identified because the details of surrounding development have not been finalized. In these cases, the designation for the park will be . This symbol represents a "floating" designation and is only intended to indicate a general area within which a park site will likely be located. The specific size, location and configuration of such park sites will be finalized at the time of the acquisition of

a particular parcel.

### **PROPOSED SCHOOLS**

Locations of existing schools are shown on the Land Use Diagram with the Public/Quasi Public designation. New schools will be needed in the future based on planned residential growth (e.g., in the Neighborhood Districts); however, where no specific school site has yet been identified because the details of surrounding development have not been finalized. In these cases, the designation for the school will be . This symbol represents a “floating” designation and is only intended to indicate a general area within which a school site will be located. The specific size, location and configuration of such school sites will be finalized through coordination with the Gilroy Unified School District and the acquisition of a particular parcel.

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## Growth and Change

Gilroy got its start in 1850 as a stagecoach stop for passengers travelling to San Francisco. During the 1850s a nucleus of houses and small businesses were constructed along Monterey Road, the old El Camino Real. The railroads connected Gilroy with San Jose in 1869, and Gilroy incorporated with the State as a charter city in 1870. At that time Gilroy had a population of 1,625 residents. Gilroy's food processing industry began at the turn of the last century. The completion of U.S. 101 in the early 1970s provided Gilroy residents with easy access to jobs in Silicon Valley. Today the City's focus is on strengthening the local economy and increasing job opportunities in Gilroy to enable more residents to work closer to home. Restoring the downtown to a vibrant destination, balancing growth with preservation of open space, and providing housing to meet the diverse needs of all Gilroyans are other high priorities for the future. Policies in this section give Gilroy the tools to grow and change through 2040. They provide structure and guidance, while allowing flexibility to adapt to economic, environmental, and social change.

In 2016, the people of the City of Gilroy approved an Urban Growth Boundary ("UGB") by initiative to protect the unique character of the City of Gilroy and the agriculture and open space character of the surrounding areas. The UGB is a line beyond which urban development is not allowed. Except for public parks, public educational facilities (such as public schools and public colleges), and public wastewater, sewer, storm drain, and water recycling facilities, only uses consistent with: (1) the General Plan "Open Space" land use designation as this designation existed on February 26, 2016; and (2) the uses of "open space land" as set forth in Government Code section 65560, subsections (b), (b)(1), (b)(2), (b)(3), and (b)(4) are allowed outside the UGB.

The City of Gilroy's UGB reflects a commitment to direct future growth within the City's existing urban areas in order to prevent urban sprawl into the agriculturally and environmentally important areas surrounding the City. The UGB protects the health, safety, welfare, and quality of life of the residents of Gilroy by concentrating future residential, commercial, and industrial growth in areas already served by urban services. The policies implementing the UGB allow sufficient flexibility within its limits to respond to the City's changing needs over time. The UGB complements General Plan policies encouraging infill development and supporting a thriving downtown center.

## Goal LU 1

Protect and enhance Gilroy's quality of life and unique identity while continuing to grow and change.

### LU 1.1 Pattern of Development

Ensure an orderly, contiguous pattern of development that prioritizes infill development, phases new development, encourages compactness and efficiency, preserves surrounding open space and agricultural resources, and avoids land use incompatibilities. **RDR**

### LU 1.2 Residential Growth

Encourage new residential development to locate within the existing Urban Service Area prior to considering expansion of the Urban Service Area. **RDR**

### LU 1.3 Phased Commercial Growth

Encourage new commercial and industrial development to locate in the following areas ordered by priority, assuming available land supply:

1. Land within the Urban Service Area;
2. Land outside the Urban Service Area, if a proposed project is too large or properties within the Urban Service Area are unable to accommodate the proposed development and following approval of a General Plan Amendment (if necessary) and a successful Urban Service Area amendment. **RDR**

### LU 1.4 Mix of Uses

Encourage a diverse mix of land uses to achieve a balance between jobs and housing, to ensure the community's long-term viability, and to increase job opportunities in the city to assist in equalizing the jobs/housing balance. Through the Land Use Diagram, the City shall encourage a range of housing types, mixed-use districts, a diversity of businesses and industries, and adequate services and leisure activities to meet the social and economic needs of residents. **RDR**

### LU 1.5 Uses East of U.S. 101

Prohibit all residential uses on lands east of U.S. 101 and designate the area for industrial and agricultural uses, employment centers, compatible commercial development, and public and quasi-public facilities. **RDR**

### LU 1.6 Areas with Fragmented Property Ownership

Encourage coordinated development in areas where a fragmentation of property ownership poses potential impediments for orderly and efficient

development (e.g., layout of streets, lots, utilities). Projects where such impediments are identified shall demonstrate good faith effort to acquire and consolidate adjacent parcels in cases where to do so would improve the development potential of the project, consistent with the General Plan policies and other City development standards. **RDR**

**LU 1.7 Access to Open Space**

Require new hillside developments to provide trail access to adjacent greenways, open space corridors, and regional parks where feasible. **RDR**

**LU 1.8 Vacant and Underutilized Sites**

Monitor vacant and underutilized residential and non-residential land to encourage infill development on those sites. **MPSP**

**LU 1.9 Alternative Uses for Significant Structures**

Land uses other than those designated on the Land Use Diagram may be allowed on sites with existing structures of significant historic or architectural merit, provided the proposed use would enhance or preserve the historic/architectural qualities of the structure, and the use would not otherwise be incompatible with the surrounding area. **MPSP**

**LU 1.10 Urban Service Area Amendments**

Accept and evaluate applications for inclusion in the Urban Service Area annually in light of General Plan policies promoting infill development and efficient and cost-effective provision of urban services. **RDR**

**LU 1.11 Contiguous Development**

Strongly discourage development that is not contiguous with existing urban development. **RDR**

**LU 1.12 Interagency Coordination for Growth Management**

Work with Santa Clara County and other South Valley communities to ensure a regional approach to growth management. Also work with the County to discourage land subdivision and development activities in areas outside the Urban Service Area but within the sphere-of-influence that might undermine the future urban development potential of those lands. The South County Joint Area Plan, adopted by Santa Clara County, the City of Gilroy, and the City of Morgan Hill shall serve as a reference of recommended policies and approaches to continue this work. [IGC](#)

**LU 1.13 Unincorporated Areas**

Ensure proper referral procedures are followed for project proposals in unincorporated areas of the City’s Sphere of Influence, facilitating communication between the City and County on projects that may have an impact on the City’s land use plans and policies. [IGC](#) [RDR](#)

**LU 1.14 Blight**

Require that defunct or abandoned structures that are a visual blight or physical hazard be dismantled or removed within a reasonable period of time. This does not apply to structures that are identified by the City as historic. [RDR](#)

**LU 1.15 Residential Development Ordinance**

The Residential Development Ordinance shall be evaluated based on the adopted General Plan and current State legislation. [RDR](#)

**LU 1.16 Urban Growth Boundary Implementation**

Until December 31, 2040, the following General Plan provisions, as adopted by the Gilroy Urban Growth Boundary Initiative, may not be amended or repealed except by a vote of the people: Policy 2.13 and Policy 2.14 of the Community Design and Development Element \*.

1. Until December 31, 2040, lands outside the UGB as shown on the General Plan Land Use Plan Map may be re-designated, and the location of the UGB depicted on the Land Use Plan Map may be amended, only by a vote of the people, or by the City Council pursuant to the procedures set forth in subsections (b) through (e) below.
2. The City Council may, if it deems it to be in the public interest, amend the location of the UGB depicted on the Land Use Plan Map, provided that the amended boundary is within or coextensive with the limits of the UGB as established by the Gilroy Urban Growth Boundary Initiative. The City Council, may, if it deems it to be in the public interest, re-designate lands outside the UGB, provided that the new designation

allows only uses consistent with (1) the General Plan "Open Space" land use designation as this designation existed on February 26, 2016; and (2) the uses of "open space land" as set forth in Government Code section 65560, subsections (b), (b)(1), (b)(2), (b)(3), and (b)(4).

3. The City Council may amend the location of the UGB located on the Land Use Plan Map, and/or re-designate lands outside the UGB, if the City Council determines that doing so is necessary to comply with State law regarding the provision of housing for all segments of the community. The City Council may do so only if it first makes each of the following findings based on substantial evidence:
  - a) That the land proposed to be brought within the UGB and/or re-designated is immediately adjacent to: (i) the existing UGB; and (ii) available water and sewer connections; and
  - b) That the proposed development will consist primarily of low- and very low-income housing pursuant to the Housing Element of this General Plan;
  - c) That there is no existing vacant or undeveloped residentially-designated land within the UGB to accommodate the proposed development and it is not feasible to accommodate the proposed development by re-designating lands within the UGB for low- and very low-income housing; and
  - d) That the proposed development is necessary to comply with State law requirements for the provision of low- and very low-income housing and the area of land within the proposed development will not exceed the minimum area necessary to comply with State law.
4. To promote sustainable job creation, the City Council may amend the location of the UGB located on the Land Use Plan Map and/or redesignate lands outside the UGB in order to allow uses consistent with the General Plan "General Industrial" land use designation as this designation existed on February 26, 2016, provided that no more than 50 acres of land may be brought within the UGB and/or re\*designated pursuant to this subsection in any calendar year. The City Council may do so only if it makes each of the following findings based on substantial evidence:

- a) That the land proposed to be brought within the UGB and/or re\*designated is immediately adjacent to: (i) the existing UGB; and (ii) available water and sewer connections; and
  - b) That the land proposed to be brought within the UGB and/or re\*designated is the subject of a pending application to the City for a specific development proposal; and
  - c) That there is no existing appropriately designated land within the UGB that could accommodate the development as proposed or with modifications, and that would provide substantially the same benefits; and
  - d) That it is not feasible to accommodate the proposed development by re-designating lands within the UGB for the proposed development.
5. Upon request of an affected landowner with a pending development application, the City Council may amend the location of the UGB depicted on the Land Use Plan Map, and/or re-designate lands outside the UGB, if it makes both of the following findings based on substantial evidence:
- a) That the application of the UGB depicted on the Land Use Plan Map, or of the Gilroy Urban Growth Boundary Initiative's designation of land outside the UGB, would constitute an unconstitutional taking of the landowner's property; and
  - b) That the UGB amendment and/or land use re-designation will allow additional land uses only to the minimum extent necessary to avoid such a taking of the landowner's property.
6. Prior to amending the location of the UGB or re-designating lands outside the UGB pursuant to subsections (c) through (e) of this Policy, the City Council shall hold at least one noticed public hearing for the purpose of receiving testimony and evidence from the applicant and the public on the proposed amendment and any findings proposed in connection with such amendment. This hearing shall be in addition to any other public hearings required for a General Plan amendment.
7. The General Plan may be reorganized or updated, and individual provisions may be renumbered or reordered in the course of ongoing

updates of the General Plan in accordance with the requirements of State law, but Policy 2.13 and Policy 2.14 of the Community Design and Development Element shall continue to be included in the General Plan unless earlier amended or repealed by the voters of the City. After December 31, 2040, this Policy 2.14 shall have no further force and effect, and the City Council, if it deems it in the public interest, may amend the Land Use Plan Map and other General Plan provisions addressed by this Policy 2.14 in accordance with State law without a vote of the people.

8. The City, and its departments, boards, commissions, officers, and employees, shall not approve any general plan amendment, zoning amendment, specific plan, specific plan amendment, rezoning, subdivision map, conditional use permit, or take any other discretionary action, that is inconsistent with Policy 2.13 and Policy 2.14 of the Community Design and Development Element of the General Plan. Any general plan amendment, zoning amendment, specific plan, specific plan amendment, rezoning, subdivision map, conditional use permit, or any other discretionary approval granted by the City that either re-designates land outside the UGB or brings land within the UGB under subsections (c) through (e) of this Policy 2.14 must be consistent with the findings made to support that land's re-designation or inclusion within the UGB.

\*Note: Policy references are to the 2020 General Plan which was in effect at the time of the UGB Initiative passed by Gilroy voters that amended the General Plan.

## Specific Plans

A specific plan is a planning and regulatory tool made available to local governments by the State of California. By law, specific plans are intended to implement a city or county's general plan through the development of policies, programs, and regulations that provide an intermediate level of detail between the general plan and individual development projects. As vehicles for the implementation of the goals and policies of a community's general plan, State law stipulates that specific plans can only be adopted or amended if they are consistent with the jurisdiction's adopted General Plan.

The City of Gilroy has adopted three specific plans to guide growth and development in areas of Gilroy:

**Downtown Gilroy Specific Plan.** The Downtown Gilroy Specific Plan was adopted by the City Council in 2005. The purpose of the plan is to create a unique and identifiable

Downtown for Gilroy that is economically vibrant, pedestrian-oriented, and a local and visitor destination.

**Hecker Pass Specific Plan.** The Hecker Pass Specific Plan provides the framework for future development for a 423-acre area at the western gateway to the city of Gilroy. It includes plans for 521 dwelling units and acreage for agriculture and agricultural tourism.

**Glen Loma Ranch Specific Plan.** The Glen Loma Ranch Specific Plan includes 359 acres bounded by Uvas Creek to the north, Santa Teresa Boulevard to the west and south, and existing development to the east. The Plan calls for up to 17 residential neighborhoods with a maximum of 1,693 dwelling units, two neighborhood parks, a new fire station, a town center commercial area, preserved open space, bicycle and pedestrian trails, and includes two existing schools: Ascencion Solorsano Middle School and Las Animas Elementary School.

Policies in this section ensure the successful use of specific plans as tools for choreographing large-scale development.

## Goal LU 2

Ensure the orderly development of large areas of Gilroy through specific plans.

### LU 2.1 Specific Plans

Require the development of specific plans for new development on land designated Neighborhood District North and Neighborhood District South. **MPSP**

### LU 2.2 New or Amended Specific Plans

Incorporate new or amended specific plans into the General Plan through a General Plan amendment. **MPSP**

### LU 2.3 Specific Plans in Non-Residential Areas

Prepare specific plans to guide redevelopment and revitalization of existing non-residential areas in order to achieve General Plan or other City goals and objectives. **MPSP**

### LU 2.4 Downtown

Update the Downtown Gilroy Specific Plan to guide future planning, design, and development in the Downtown and incorporate the planning efforts associated with the planned High Speed Rail Station. **MPSP**

### LU 2.5 Hecker Pass

Maintain and implement the Hecker Pass Specific Plan to guide development in the area while protecting and enhancing the unique qualities and agricultural character of the Hecker Pass area as the city's western gateway and as a highly valued scenic resource for Gilroy residents and visitors. Encourage the ongoing use of agricultural lands to promote agricultural tourism in the Hecker Pass Specific Plan Area. **MPSP**

### LU 2.6 Glen Loma Ranch

Maintain and implement the Glen Loma Ranch Specific Plan to guide development in the area and ensure the new neighborhoods provide a complementary mix of housing, retail, services, public facilities, and open space. **MPSP**

### LU 2.7 Specific Plan Preparation

Specific Plans shall be prepared in accordance with State Planning Law (Government Code 65450). **MPSP**

## Residential Neighborhoods

From the historic homes that surround Downtown Gilroy to the new homes at Gilroy's edge, Gilroy's neighborhoods are diverse and key to the long-term stability of the city. Policies in this section guide the evolution of established neighborhoods and ensure new residential neighborhoods are compatible with Gilroy's small-town feel.

### Goal LU 3

Provide a variety of housing types that offer choices for Gilroy residents and create complete, livable neighborhoods.

#### LU 3.1 Existing Neighborhoods

Maintain and enhance the quality of existing residential neighborhoods, ensuring adequate public facilities such as parks, schools, streets, water supply, and drainage. **SO**

#### LU 3.2 Connectivity

Encourage new residential development to incorporate design features that promote walking and connectivity between blocks. **RDR**

#### LU 3.3 Residential Building Orientation

Encourage new residential development to orient buildings toward streets or public spaces to actively engage the community and provide complete neighborhoods. **RDR**

#### LU 3.4 Compatible Lotting Pattern

For infill projects where there is an established pattern of lot sizes abutting a project site, new development should reflect the existing lotting pattern, particularly the lot width of parcels directly across an existing street. **MPSP**

#### LU 3.5 Neighborhood Infill

Encourage infill developments that enhance neighborhood quality and respond to community input in the planning and design of infill projects or non-residential, neighborhood-serving uses. **RDR**

#### LU 3.6 Attached Housing

Require new development projects located within the Medium Density and High-density land use designations to provide attached dwelling units. **RDR**

#### LU 3.7 Neighborhood Revitalization Strategy Area

Support and coordinate economic, social, and community development efforts in the Neighborhood Revitalization Strategy Area to encourage economic development for the benefit of all Gilroyans. **MPSP**

**LU 3.8 Multi-Family Residential Design Policy**

Encourage new multi-family development to incorporate distinctive site and architectural design that also respects existing and surrounding uses. **RDR**

**LU 3.9 Hillside Development**

Minimize grading to new developments to retain a natural hillside setting. Clustered dwelling units in hillside areas shall be encouraged. Encourage roadways that pass through subdivisions and individual sites in hillside areas to be designed to preserve the ecological and scenic character of the hillsides.

**RDR**

**LU 3.10 Hillsides and Ridgelines**

Provide hillsides and ridgelines with additional consideration, and protection from development, due to their prominence and visibility. **RDR**

**LU 3.11 Noise Mitigation Design**

When requiring noise impact mitigation as a part of new and/or expanded development, promote the use of techniques less visually intrusive than sound walls, including but not limited to site design techniques, earth berms, and sound attenuation fencing with wood or other materials that are more compatible with the site and surrounding area. **RDR**

## Commercial Centers

Gilroy has thriving commercial centers, particularly along Leavesley Road and Highway 152. Gilroy’s commercial centers consist of office, retail, service, and entertainment uses. They provide jobs for Gilroy residents and the sales tax revenue supports City services. Policies in this section ensure Gilroy’s commercial centers remain successful and competitive in the long term.

### Goal LU 4

Encourage the growth and development of retail, office, service, and entertainment uses in Gilroy to provide jobs, support City services, and make Gilroy an attractive place to live.

**LU 4.1 Clustering Commercial Uses**

Encourage new commercial uses to group into clustered areas or centers containing professional offices, retail sales and services. Clustered development shall locate at the intersections of major thoroughfares, and exclude “strip” commercial development (shallow depth, linear form, parking in front of building). **RDR**

- LU 4.2 High Quality Design**  
 Encourage distinctive and high quality commercial architecture that respects the character of Gilroy and discourages the use of “franchise architecture”.  
RDR
- LU 4.3 Noise Mitigation Design**  
 When requiring noise impact mitigation of new and/or expanded development, promote the use of techniques less visually intrusive than sound walls, including but not limited to earth berms, sound attenuation fencing with wood or other more compatible materials, and site design techniques. RDR
- LU 4.4 Commercial Design Standards and Review Procedures**  
 Require commercial centers to incorporate high standards of site design, construction, buffering, and screening to ensure their compatibility and opportunity to enhance residential neighborhoods. RDR
- LU 4.5 Landscaping in Commercial Areas**  
 Require that landscaping on commercial properties be well maintained. The City shall encourage those properties currently without landscaping to provide landscaping. RDR
- LU 4.6 Existing Strip Commercial Uses**  
 Existing strip commercial uses that undergo upgrades or expansion, as well as new commercial centers, shall be of a high-quality design, have limited access to minimize circulation conflicts, and ensure adequate screening from adjacent residential uses. RDR
- LU 4.7 Existing Strip Commercial Uses Connectivity**  
 Encourage multi-modal connectivity (e.g., automotive, bicycle, pedestrian) between strip commercial uses. RDR
- LU 4.8 Tourist-Oriented Commercial**  
 Encourage tourist-oriented retail uses to locate near U.S. 101 interchanges and Gilroy Gardens. RDR
- LU 4.9 Pedestrian Access**  
 Require convenient and direct pedestrian access to commercial uses that are located adjacent to residential areas. RDR
- LU 4.10 Outdoor Activities**  
 Encourage outdoor cafes and other outdoor activities in appropriate commercial areas, especially Downtown, to create vibrant public spaces and maximize pedestrian activity. RDR



#### **LU 4.11 Freeway Signage**

Work with Caltrans to explore ways to increase directional signage to freeway commercial uses at U.S. 101 interchanges. **RDR**

#### **LU 4.12 Zoning Change Requests**

Carefully consider zone change requests to the Commercial-Industrial (CM) District to ensure compatibility of the range of allowed uses with surrounding existing and planned future uses. **RDR**

## **Employment/Industrial Uses**

Gilroy's quality of life depends on a strong local economy with good-paying, stable jobs. Supportive land use policies can help attract and retain employers. Policies in this section create a land use policy framework aimed at retaining and attracting new employers while ensuring compatibility of employment uses with the rest of the community.

### **Goal LU 5**

Encourage, facilitate, and support the development of new employment and industrial uses and retention of existing industry to ensure compatibility with existing surrounding uses and planned uses.

#### **LU 5.1 Industrial Design Standards**

Ensure that new industrial developments contribute to the overall attractiveness of the community through appropriate site design, architectural design, and landscaping. **RDR**

#### **LU 5.2 Industrial Parks**

Encourage the development of well-designed industrial park areas to attract new light industrial development to Gilroy. **RDR**

#### **LU 5.3 Screening in Industrial Areas**

Encourage the screening of loading areas and open storage areas so that they are not visible from major roads. **RDR**

#### **LU 5.4 Connectivity within Industrial Areas**

Encourage greater automobile, bicycle, pedestrian, and transit connections within industrial areas. **RDR**

#### **LU 5.5 Agriculture in Industrial Areas**

Encourage agriculture as an interim use in areas designated for industrial development.

## Agricultural Uses

Gilroy has long been an agricultural community; agriculture has shaped the identity and economy of the city. Gilroy is known for its garlic, but a wide variety of crops are grown on the fertile soil within and surrounding Gilroy. Agricultural processing facilities form one of Gilroy's largest industry sectors and agri-tourism is an opportunity for future economic growth. Policies in this section preserve Gilroy's agricultural heritage by protecting valuable agricultural lands.

### Goal LU 6

Support agricultural uses in and around Gilroy that have and will continue to influence Gilroy's identity and economy.

#### LU 6.1 Economic Viability of Agriculture

Support the long-term economic viability of agriculture and agri-tourism and encourage landowners with land designated as "Rural County" to keep their land in cultivation. **RDR**

#### LU 6.2 Local Agriculture Production, Distribution, and Sale

Encourage farmers markets, farm stands, and community markets to support production, distribution, and sale of locally-grown foods particularly in areas that have vacant or underutilized lands. **RDR**

#### LU 6.3 Agricultural Uses within the Planning Area

Encourage agriculture on land designated as "Rural County" as a compatible use in undeveloped portions of the Planning Area. **RDR**

#### LU 6.4 Agricultural Uses in Hazard Areas

Encourage areas subject to natural hazards such as major flooding or soils with a high water table to establish or continue long-term agricultural production. **RDR**

#### LU 6.5 Agriculture and Annexation

Discourage urban development in lands under County jurisdiction until such lands are annexed by the City. The City shall support County land use regulations that require minimum lot sizes to protect the viability of local agriculture and to prevent the development of incompatible or undesirable land use patterns prior to eventual annexation and urbanization. **IGC RDR**

#### LU 6.6 Interagency Cooperation for Agricultural Protection

Work with the County and key stakeholder groups to protect and support the continued viability of agriculture in lands within the Planning Area. **IGC RDR**

**LU 6.7 Agricultural Mitigation**

Maintain and implement an Agricultural Mitigation Program to protect productive agricultural lands outside the Urban Growth Boundary from urban encroachment and to establish the mitigation requirements for loss of agricultural lands to new development. **RDR**

**LU 6.8 Local Food Sources**

Encourage a community food system to promote local food sources, support nearby agriculture, stimulate the city's economy, and promote a healthy lifestyle for the citizens of Gilroy. **MPSP**

**LU 6.9 Greenbelts**

Designate protected open space areas in conjunction with agricultural lands to create significant natural buffers, or "greenbelts", between Gilroy and surrounding communities, helping to retain the city's semi-rural, small town quality. Land uses within a greenbelt should be determined by joint planning activities of the South County cities and the County, but might include very low density residential development; public parks and recreation areas; privately operated recreation areas; and agriculture. Of special concern is the area separating the northern part of the Gilroy Planning Area from the community of San Martin. **MPSP**

## Mixed-Use Districts

Mixed-use districts consist of two or more different land uses on a single site, including office, retail, entertainment, civic, and housing. Mixed-use districts provide a diversity of housing types that often attract young, educated workers, as well as empty nesters who want to stay in their community but no longer want the maintenance or costs associated with a detached home. Downtown Gilroy is Gilroy's existing mixed-use district. The General Plan establishes a second mixed-use district along the First Street corridor. Policies in this section support urban, mixed-use districts in Downtown Gilroy and the First Street corridor.

### Goal LU 7

Encourage mixed-use development projects that create vibrant, walkable districts.

**LU 7.1 Mixed-Use Districts**

Encourage mixed-use development to locate within the Downtown and in the First Street Mixed-Use District. Such developments include housing, retail commercial, offices, open space, and other compatible uses. This development pattern should create vibrant, walkable areas, in contrast to strip retail developments along corridors. **RDR**

**LU 7.2 Mixed-Use Design**

Require mixed-use developments to limit the number of access driveways, minimize building setbacks, and provide public ground floor spaces adjacent to sidewalks. **RDR**

**LU 7.3 Compatibility with Adjoining Uses**

Encourage development and redevelopment of higher-density mixed-use development within mixed-use districts and along corridors to be compatible with adjacent land uses, particularly to residential uses through site and architectural design techniques that establish transitions between uses and minimize negative impacts. **RDR**

**LU 7.4 Work/Live**

Encourage mixed-uses in appropriate non-residential or existing mixed-use areas, facilitate the adaptive reuse of otherwise obsolete structures and promote the growth of the arts in the community by allowing combined work space and living quarters in appropriate buildings in commercial or industrial zoning districts. **MPSP**

**LU 7.5 First Street Commercial Development**

Encourage new mixed-use development along First Street with emphasis on larger interrelated developments as opposed to smaller spot development. Developments will include such amenities as extensive landscaping and an architectural style that results in high quality, innovative, and distinctive design. **RDR**

**LU 7.6 Priority Development Areas (PDAs)**

Identify areas near transit suitable for infill development and apply for their official designation as PDAs by the Association of Bay Area Governments and the Metropolitan Transportation Commission. **IGC MPSP**

**LU 7.7 Transit-Oriented Development**

Encourage higher-density residential and mixed-use developments in close proximity to transit services, especially in the vicinity of the Downtown Caltrain station and multi-modal transit center to promote the relationship between development and transit ridership. **RDR**

## Community Design

Tasteful development projects, well-designed pedestrian spaces, beautiful landscaping, and a lack of visual clutter create an appealing community for residents and visitors. Gilroy has many areas with excellent community design characteristics, and others that need attention. Policies in this section support community design principles that make Gilroy an attractive place to live and visit.

## Goal LU 8

Support growth and development that preserves and strengthens the City's historic, small-town character; provides and maintains safe, livable, and affordable neighborhoods; and creates beautiful places.

### LU 8.1 Community Beautification

Ensure the beautification of Gilroy by acquiring easements or development rights for open space, planting street trees, and landscaping public right-of-ways. **SO**

### LU 8.2 Community Gateway

Require new developments at "gateways" to the city (i.e., including Monterey Road, Pacheco Pass, Hecker Pass, and U.S. 101 interchanges) to incorporate high-quality, site and architectural design, distinctive landscaping, public art and/or other improvements that enhance the visual integrity of such areas.

**RDR**

### LU 8.3 Landscaping along U.S. 101

Coordinate with Caltrans and the County to enhance the landscaping along U.S. 101, and encourage new developments facing U.S. 101 to provide landscape screening and to protect and enhance views of farmland and the surrounding hills. **IGC**

### LU 8.4 Tree Preservation

Encourage the preservation of trees on public and private property. Priority should be given to the preservation of trees considered significant due to their size, history, unusual species or unique quality. In particular this policy shall apply to the heritage cedar trees located on the south side of Hecker Pass Highway in the Hecker Pass Specific Plan area. **RDR**

### LU 8.5 Public Art

Encourage the installation of public art in conjunction with residential and non-residential development. **RDR**

### LU 8.6 Utility Undergrounding

Proceed with the undergrounding of existing overhead utility lines throughout the city, as funding allows, and require undergrounding of utilities in all new developments. **SO**

### LU 8.7 Signs and Billboards

Require the location of signs and billboards to respect the surrounding context in order to minimize any negative impact on the visual environment.

Enforce sign regulations and design standards to reduce sign clutter and illegal signage along corridors. **RDR**

**LU 8.8 Clustered Development**

Encourage clustered development as a strategy for achieving desired densities while protecting fragile environmental habitats or natural features creating amenity open spaces and achieving other community design goals. **RDR**

**LU 8.9 Combine Driveways**

Encourage property owners in retail corridors to reduce the number of driveways. When possible, property owners should cooperate and link parking lots to minimize traffic congestion on the arterial road. **RDR**

**LU 8.10 Eliminate Large Blocks**

Encourage the insertion of new streets or pedestrian ways in large “super blocks” that do not have public streets bisecting them to enhance pedestrian and bicycle circulation and access to these areas. Encourage new developments to eliminate large blocks. **RDR**

**LU 8.11 Historic Preservation and Restoration**

Encourage restorative maintenance to deteriorated buildings, particularly in Downtown and restrict the demolition of historically and/or architecturally significant buildings to accommodate new development. Encourage adaptive re-use of historic structures to maintain their historic character while supporting economic development. **RDR**

**LU 8.12 Outdoor Lighting Energy Efficiency**

Select outdoor lighting fixtures to provide maximum energy efficiency as well as effective lighting. **RDR**

**LU 8.13 Limit Light Pollution**

Encourage measures to limit light pollution from outdoor sources, and direct outdoor lighting downward and away from sensitive receptors. **RDR**

## **Downtown**

Downtown is the heart of Gilroy and plays a key role for the city. A mixture of retail, entertainment, visitor-serving, and commercial uses align the historic Monterey Street. The vision for Downtown is a historical neighborhood that is economically vibrant, pedestrian-oriented, and a local and visitor destination.

Downtown serves the community as a local gathering place where people socialize and engage with local businesses. Policies in this section aim to preserve the historic character of Gilroy’s Downtown, while supporting new development, including mixed-use, residential and commercial projects. Additionally, this section guides development

for infrastructure and amenities needed for the growth of Downtown while attracting business.

## Goal LU 9

Encourage the growth and revitalization of Downtown to create a vibrant, high quality place for residents, businesses, and visitors.

### LU 9.1 Downtown Pedestrian Improvements

Work with public and private entities to develop and maintain design improvements to create a safe, convenient, and pleasant pedestrian environment that supports the continued revitalization of the Downtown area. Improvements could include pedestrian-oriented amenities such as lighting, wider sidewalks, clearly marked pedestrian crossings, benches, landscaping, signage, sidewalk seating areas, and public art. **SO**

### LU 9.2 Historic Downtown

Promote the old downtown section of Monterey Street between Third Street and Eighth Street as the focal point for community identity, providing a “sense of place” and feeling of historic continuity for Gilroy residents. **PI**

### LU 9.3 Downtown Parking

Develop, maintain, and implement a Downtown parking plan that provides enough parking downtown to support area businesses while maintaining a pedestrian-friendly environment. **MPSP**

### LU 9.4 Shared Use Parking

Consider allowing shared use of parking between uses whose parking demands are at different times of the day or week, especially in downtown. **MPSP**

### LU 9.5 Re-Use of Existing Structures

Require the use of high-quality materials and enhanced architectural design for new development and the re-use of buildings in Downtown. **RDR**

### LU 9.6 Downtown Park or Plaza

Consider developing a park or plaza in the Downtown that can serve as a community focal point and reinforce the role of Downtown as a community gathering place. The City shall use the Downtown Specific Plan update process to determine potential locations for the park. **SO**

### LU 9.7 Performing and Visual Arts Center in the Downtown Area

Plan for a Performing and Visual Arts Center in the Downtown that would serve as the center of Gilroy’s cultural and entertainment activities. The City

shall use the Downtown Specific Plan update process to determine potential locations for the Center. **SO**

# Implementation Programs

<b>Table 2-2: Land Use Implementation Programs</b>	2021-2023	2024-2028	2029-2040	Annual	Ongoing
<p><b>1. Zoning Ordinance</b>            Review and update the Gilroy Zoning Ordinance and Zoning Map to be consistent with the Land Use Diagram and related policies of the General Plan. Consider rezoning areas inconsistent with the Land Use Diagram, as appropriate, and update the zoning district descriptions to reflect the updated land use designation descriptions.</p> <p><b>Implements:</b> Land Use Designations and Land Use Diagram</p> <p><b>Responsible Department:</b> Community Development</p>	X				
<p><b>2. Neighborhood District Policy</b>            Review and update the Neighborhood District Policy based on the approved General Plan. As a part of this review, the City will convene a meeting of property owners in the Neighborhood District areas to inform them about the specific plan process and limitation of new development pending completion of a Neighborhood District specific plan.</p> <p><b>Implements:</b> Land Use Designations</p> <p><b>Responsible Department:</b> Community Development</p>	X				

<b>Table 2-2: Land Use Implementation Programs</b>		<b>2021-2023</b>	<b>2024-2028</b>	<b>2029-2040</b>	<b>Annual</b>	<b>Ongoing</b>
<p><b>3. Neighborhood District Zoning Designation</b>                      Review and update the Neighborhood District Zoning Designation based on the approved General Plan.</p> <p><b>Implements:</b> Land Use Designations</p> <p><b>Responsible Department:</b> Community Development</p>		X				
<p><b>4. Vacant and Underutilized Sites</b>                      Develop and maintain a citywide database of vacant and underutilized sites to monitor the city’s growth and change. Prepare an annual report to the Planning Commission and City Council on the number of vacant sites and underutilized sites that were developed during the previous year.</p> <p><b>Implements Policy:</b> LU 1.7</p> <p><b>Responsible Department:</b> Community Development</p>		X				X

**Table 2-2: Land Use Implementation Programs**

	2021-2023	2024-2028	2029-2040	Annual	Ongoing
<p><b>5. Urban Service Area</b></p> <p>Consider applications for inclusion of additional land in the Urban Service Area on an annual basis, and review applications based on the following criteria:</p> <ul style="list-style-type: none"> <li>• The need for additional lands, if any, to accommodate projected future growth.</li> <li>• Consistency of the proposed area of Urban Service Area expansion in light of General Plan policies regarding the pattern of development, the location of growth, and the rate and timing of growth.</li> <li>• Consistency with implementation strategies for the Neighborhood Districts, including phasing strategies, if applicable.</li> <li>• Consolidate approved applications into a single application to LAFCO for their consideration.</li> </ul> <p><b>Implements Policies:</b> LU 1.9, LU 1.11</p> <p><b>Responsible Department:</b> Community Development</p>				X	
<p><b>6. Downtown Specific Plan Update</b></p> <p>Update and implement the Downtown Specific Plan. The update should address the proposed High Speed Rail station, offer recommendations to resolve parking and transportation issues, continue to plan for growth and revitalization, and propose locations for downtown amenities (e.g. a downtown park/plaza and cultural center).</p> <p><b>Implements Policy:</b> LU 2.4</p> <p><b>Responsible Department:</b> Community Development</p>	X				

<b>Table 2-2: Land Use Implementation Programs</b>	<b>2021-2023</b>	<b>2024-2028</b>	<b>2029-2040</b>	<b>Annual</b>	<b>Ongoing</b>
<p><b>7. Multi-Family Residential Design Policy</b>                      Revise and implement the Multi-Family Residential Design Policy to provide updated standards for the design of multi-family development.</p> <p><b>Implements Policy:</b> LU 3.7</p> <p><b>Responsible Department:</b> Community Development</p>	X				
<p><b>8. Hillside Development Guidelines</b>                      Review and update the Residential Hillside zoning district and continue to enforce the Hillside Development Guidelines to regulate future development in hillside areas.</p> <p><b>Implements Policies:</b> LU 3.9, LU 3.10</p> <p><b>Responsible Department:</b> Community Development</p>	X				X
<p><b>9. Commercial Design and Development Standards</b>                      Update the design and development standards for commercial areas every five years to provide an effective tool for achieving vision, goals, and policies of the General Plan, and continue to review and evaluate commercial development proposals based on these standards.</p> <p><b>Implements Policy:</b> LU 4.4</p> <p><b>Responsible Department:</b> Community Development</p>	X	X	X		

**Table 2-2: Land Use Implementation Programs**

	2021-2023	2024-2028	2029-2040	Annual	Ongoing
<p><b>10. Use Controls and Design Guidelines for Neighborhood Commercial Developments</b>            Develop guidelines for architectural design, landscaping, buffering, and signage in neighborhood commercial areas to ensure compatibility with adjacent residential uses. The guidelines shall be consistent with the Zoning Code.</p> <p><b>Implements Policy:</b> LU 4.4  <b>Responsible Department:</b> Community Development</p>	X				
<p><b>11. Freeway Signage</b>            Seek partnership with Caltrans to increase directional signage for commercial uses at U.S. 101 interchanges.</p> <p><b>Implements Policy:</b> LU 4.11  <b>Responsible Department:</b> Community Development</p>	X				
<p><b>12. Industrial Design Guidelines</b>            Update and strengthen the existing Industrial Design Guidelines, including landscaping requirements, to promote attractive and efficient industrial developments. Review and update the guidelines every five years to ensure their continued relevance in applying the vision, goals, and policies of the General Plan to the review and approval of industrial development proposals.</p> <p><b>Implements Policy:</b> LU 5.1  <b>Responsible Department:</b> Community Development</p>	X	X	X		

Table 2-2: Land Use Implementation Programs	2021-2023	2024-2028	2029-2040	Annual	Ongoing
<p><b>13. Design Standards for High Impact Uses</b>                      Develop and implement standards for the design, landscaping, and screening of junk yards, salvage yards, and auto wrecking yards. Review and update the standards every five years to ensure that they are adequate.</p> <p><b>Implements Policy:</b> LU 5.3</p> <p><b>Responsible Department:</b> Community Development</p>	X	X	X		
<p><b>14. Agricultural Mitigation Program</b>                      Review the Agricultural Mitigation Program every five years to ensure that the requirements of applicants and the preferred preservation areas remain effective and consistent with Gilroy’s vision for agricultural land preservation.</p> <p><b>Implements Policy:</b> LU 6.7</p> <p><b>Responsible Department:</b> Community Development</p>	X	X	X		
<p><b>15. Mixed-Use Development Design Guidelines</b>                      Develop and implement mixed-use development design guidelines to ensure new developments will adhere to the design and construction requirements as set forth by the City.</p> <p><b>Implements Policy:</b> LU 7.2</p> <p><b>Responsible Department:</b> Community Development</p>	X				

**Table 2-2: Land Use Implementation Programs**

	2021-2023	2024-2028	2029-2040	Annual	Ongoing
<p><b>16. Work/Live, Live/Work Regulations</b></p> <p>Amend the Zoning Code to include new regulations for work/live and live/work development. Work/live, live/work uses should be allowed only in combination with individual studio, office, or workshop space of the residents to establish an integrated working/living, living/working environment. The work areas should comprise the majority of the building. A discretionary process (e.g., Conditional Use Permit) is required in some zoning districts, as specified in the Zoning Ordinance, to ensure that the viability of nearby commercial or industrial uses is not compromised. The residential portion of such spaces will contain a studio or one bedroom, only. Such developments will not include other amenities typically found in traditional residential developments. No work/live, live/work uses are allowed on the east side of U.S. 101.</p> <p><b>Implements Policy:</b> LU 7.4</p> <p><b>Responsible Department:</b> Community Development</p>	X				
<p><b>17. First Street Mixed Use Corridor Plan</b></p> <p>Consider preparation of a specific plan or other area-wide plan to coordinate and guide future growth in the First Street Mixed Use Corridor.</p> <p><b>Implements Policy:</b> LU 7.5, LU 2.7, LU 2.3</p> <p><b>Responsible Department:</b> Community Development</p>	X				

Table 2-2: Land Use Implementation Programs	2021-2023	2024-2028	2029-2040	Annual	Ongoing
<p><b>18. Tree Program</b>                      Develop and implement a street tree ordinance that ensures street trees are planted along all newly-constructed streets. The ordinance shall describe the best methods for planting and the design of nearby sidewalks and streets. The ordinance shall also require the maintenance of existing street trees, the planting of new trees on existing streets where necessary, and the timely replacement of dead or diseased street trees.</p> <p><b>Implements Policy:</b> LU 8.4  <b>Responsible Department:</b> Community Development</p>	X				
<p><b>19. Tree Preservation</b>                      Develop and implement a tree removal process in the Zoning Code, including penalties for removal without City permission and tree replacement mitigation.</p> <p><b>Implements Policy:</b> LU 8.4  <b>Responsible Department:</b> Community Development</p>	X				
<p><b>20. Heritage Tree List</b>                      Consider preparation of a formal heritage tree list and heritage tree designation process.</p> <p><b>Implements Policy:</b> LU 8.4  <b>Responsible Department:</b> Community Development</p>	X				



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3

**Mobility**



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## Introduction

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. A network that supports a variety of modes, including pedestrians, cyclists, and transit users supports Gilroy’s land use goals. Multimodal networks are a key component of successful mixed-use development, more livable neighborhoods, and a healthier downtown.

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. The Mobility Element is drafted to be consistent with State mandates regarding complete streets.

## Roadway Classifications

City streets and highways are classified by categories that reflect their function and relationship to surrounding land uses. Freeways have fully controlled access, high operating speeds and volumes, and little direct relationship to surrounding land uses. Local streets and alleys have low speeds and volumes and direct access to adjacent property. These classifications together form a network designed to safely and efficiently move vehicles within and through Gilroy.

Recently, new roadway classifications have arisen that may provide greater definition in helping a community better accommodate all forms of mobility, including vehicular. These classifications are known as the National Association of City Transportation Official Guidelines. Many of the new classifications have direct application to mobility goals already adopted by the City of Gilroy.

- **Freeways** are grade separated at each intersection with other roadways. U.S. 101 is the only freeway adjacent to Gilroy and traverses in a north-south direction.
- **Arterial roads** serve to connect neighborhoods within the city and the city with surrounding communities. Movement of people and goods, also known as “mobility”, rather than access to adjacent land uses, is the primary function of an arterial street. Arterials would normally define the boundaries of neighborhoods, not provide internal access to or through a neighborhood.
- **Collector roads** provide links between Local Streets and Arterials. They are designed to serve neighborhood traffic rather than cross-town traffic, though they may include trips between adjacent neighborhoods.
- **Local roads** serve a portion of a neighborhood only and, together with other local roads in a neighborhood, route traffic to a collector street.

## Mobility Diagrams

The Mobility Diagrams show the transportation networks that are planned to serve the future land uses within the city. The Mobility Diagrams are closely aligned with the Land Use Diagram provided in the Land Use Element. Policies and Implementation Programs in this section address how the city will implement the transportation networks referred in Figures M-1 through M-5.

The transportation networks that are planned to serve the future land uses within the city are identified in the following figures:

- **Figure M-1: Planned Roadway Network.** This figure identifies the network of existing and proposed freeways and arterial streets that are planned to serve the future land uses within the city. (See Roadway Classifications on previous page). Additions or deletions of planned intersections of freeways, arterial or collector

roads will require a General Plan Amendment. The alignments of such streets represent a general indication of the intended route between two intersections and changes to them do not require a General Plan Amendment.

- **Figure M-2: Planned Bicycle Network.** This figure identifies the network of existing and proposed bicycle paths, bicycle lanes, and bicycle routes that are planned to serve the future land uses within the city.
  - a) Multi-Use Trail (Class I) – A bicycle trail that is separated from the vehicle travel lanes and designed to accommodate bicycles and pedestrians.
  - b) Bike Lane (Class II) – A separate lane for bicycles that is striped on the roadway.
  - c) Bike Route (Class III) – A route for bicyclists to ride on-street with no separate lane.

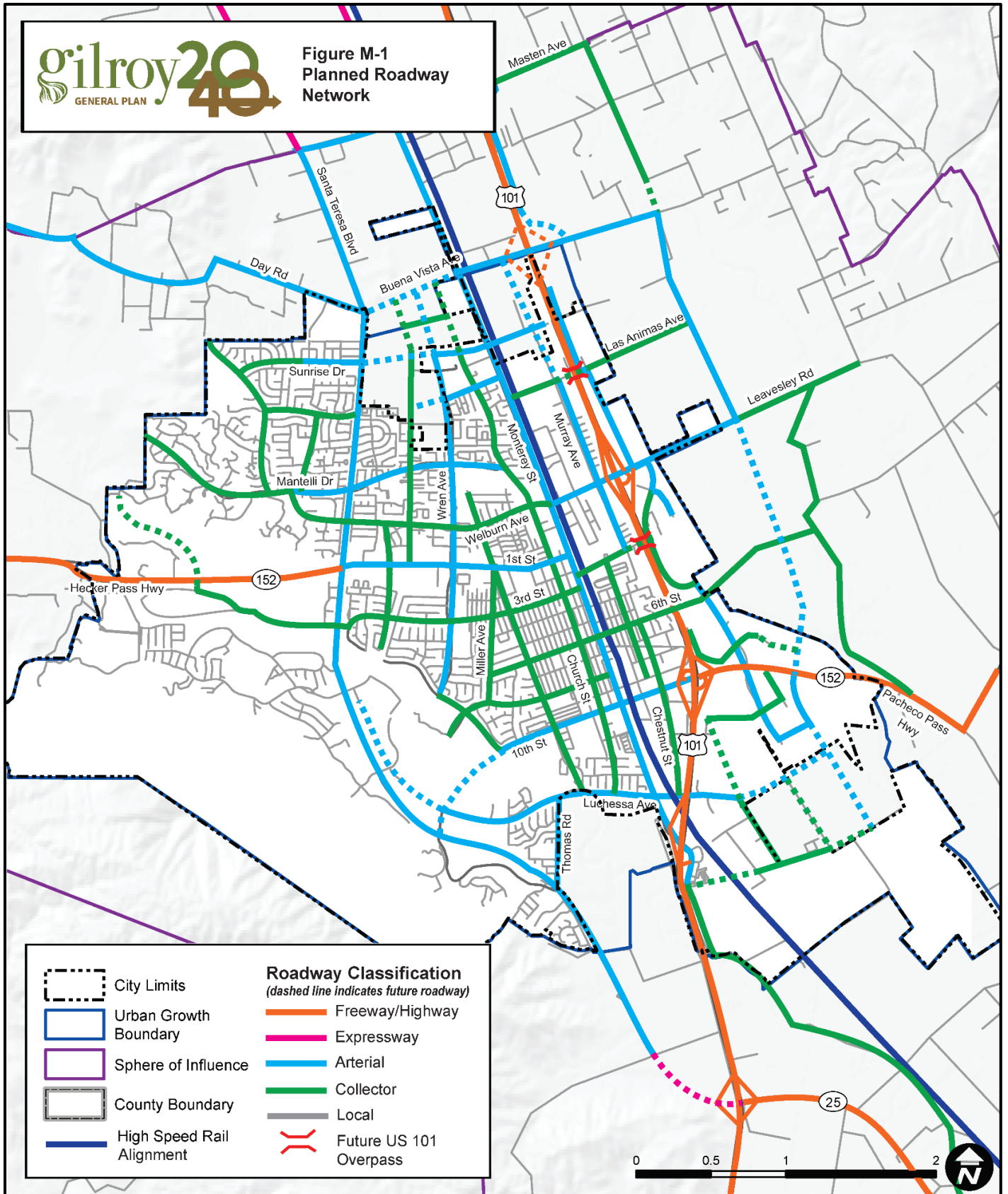
Changes to the Bicycle Network do not require a General Plan amendment.

- **Figure M-3: Planned Pedestrian Network.** This figure identifies the network of pedestrian routes that are planned to serve the future land uses within the city. Two categories of pedestrian routes are planned:
  - a) Pedestrian-Oriented Street – A street which provides efficient walking corridors between areas of the city. Such streets should receive a higher level of pedestrian-oriented amenities to be provided by both public and private development.
  - b) Multi-Use Trail – A trail is designed to accommodate both bicycles and pedestrians. These are portions of Multi-Use Trails shown on Figure M-2, the Planned Bicycle Network.

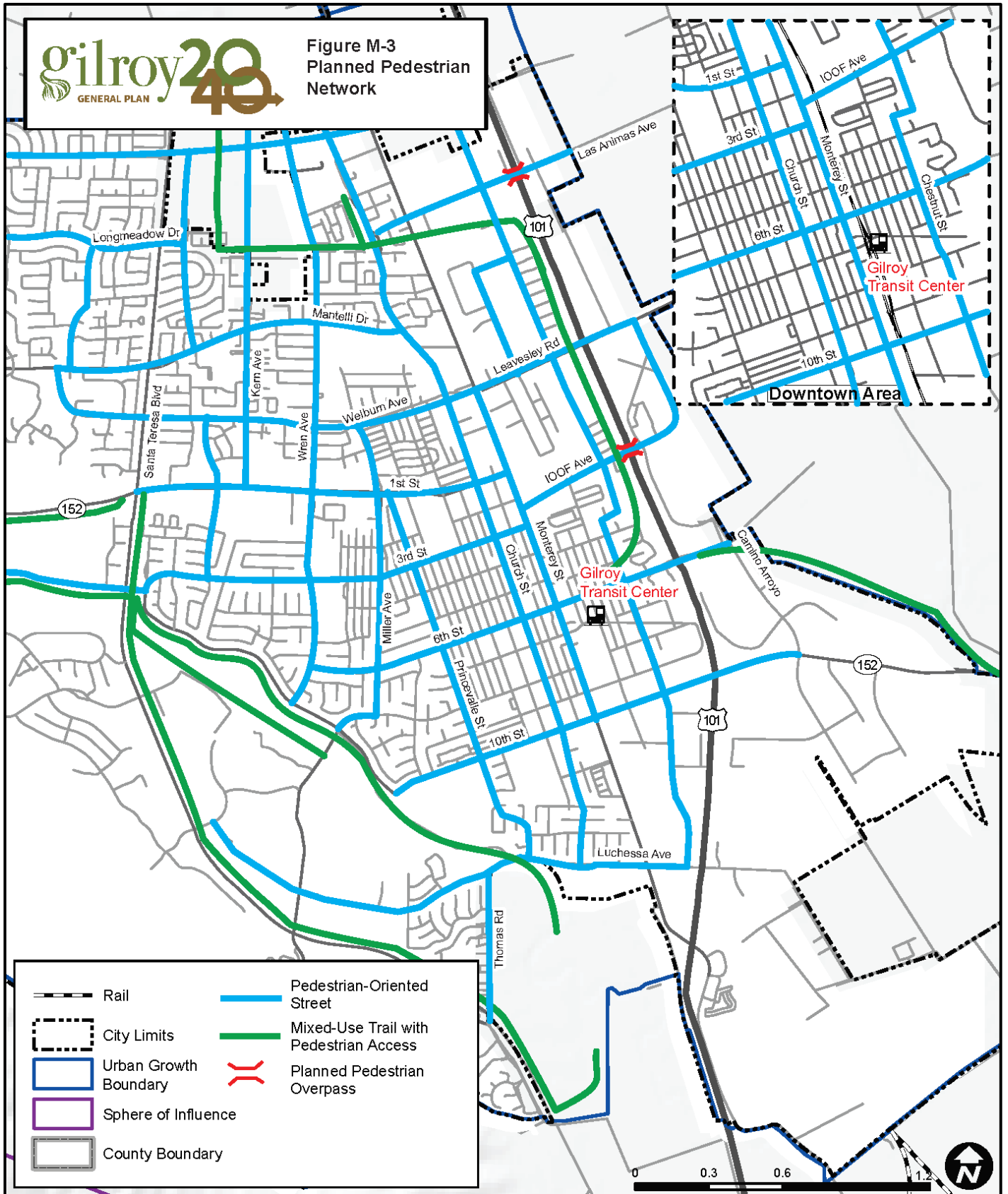
Changes to the Pedestrian Network do not require a General Plan amendment.

- **Figure M-4: Planned Transit and Intercity Transportation Network.** This figure identifies the network of existing and proposed bus, commuter rail (Caltrain), and passenger bus (Amtrak) stations and routes that are planned to serve the future land uses within the city. Changes to the Planned Transit and Intercity Transportation Network are subject to transit provider modifications and do not require a General Plan amendment.

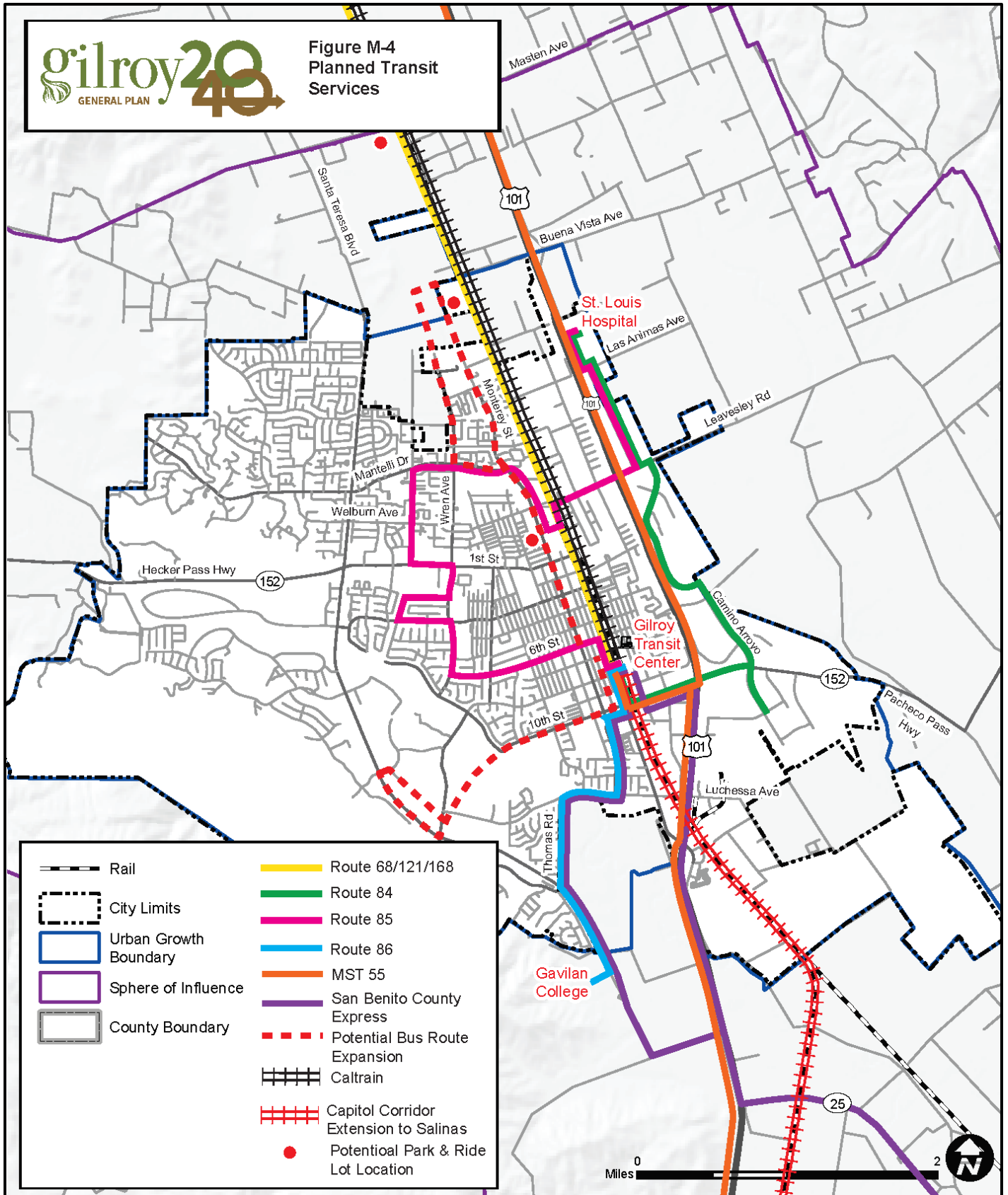
- **Figure M-5: Planned Trucking and Freight Rail Network.** This figure identifies the network of existing and proposed truck routes and freight rail lines that are planned to serve the future land uses within the city. Truck routes are key goods movement corridors and are important to the Gilroy economy. Truck routes are intended to allow truck traffic to pass through the City with minimal impact on residential neighborhoods as well as local vehicular and pedestrian traffic. Changes to the Planned Truck Routes will require a General Plan amendment.

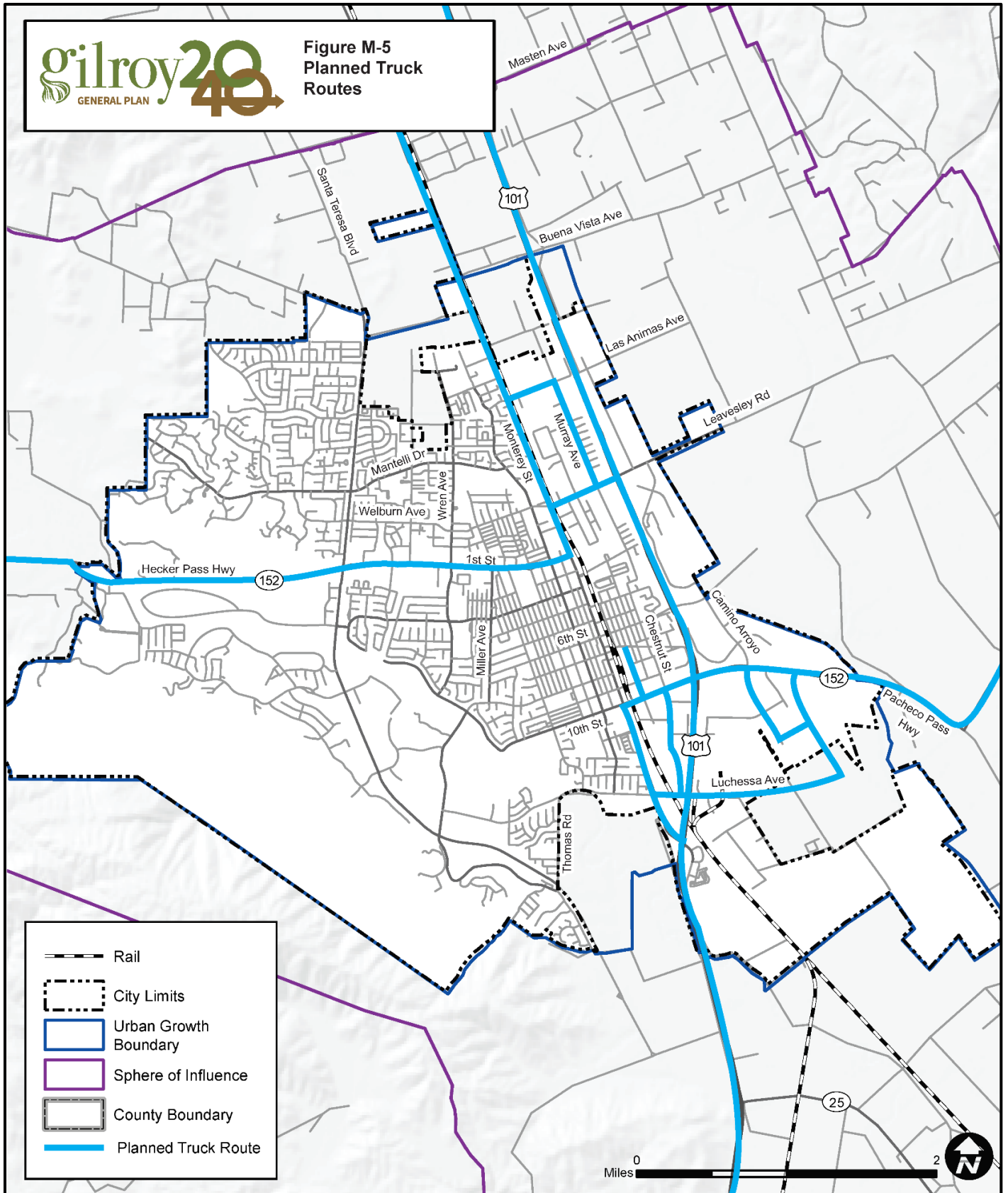






**Figure M-4  
Planned Transit Services**





## General Mobility

Residents, visitors, and businesses rely on Gilroy’s multi-modal transportation network. Located in the southern part of Santa Clara County, the transportation system in Gilroy serves both regional and local travel needs. Regional travel occurs primarily on U.S. 101, which runs in a north-south direction through the city, and on SR 152, which is primarily an east-west route. Local travel is carried via a network of streets and trails. Caltrain provides commuter rail service to San Jose. The Transportation Authority of Monterey County (TAMC) and the Santa Clara Valley Transportation Authority (VTA) provide express bus service to Monterey and San Jose respectively. Greyhound and Amtrak provide intercity bus service to other cities in California and beyond.

Preliminary plans for the California High Speed Rail project include a station in Gilroy, most likely to be located Downtown, adjacent to the existing train station. Additional General Plan policies regarding the Gilroy station may be developed when the California High Speed Rail project plans are approved by the State.

### Goal M 1

Provide for a safe and efficient transportation system that serves all users.

#### M 1.1 Transportation Network

Develop a coordinated transportation network consistent with the Mobility Diagrams (Figures M-1 through M-5). **MPSP**

#### M 1.2 Street Network Hierarchy

Provide a transportation network that has a hierarchy of arterial, collector, and local streets to efficiently move bicycle, pedestrian, and vehicular traffic. **SO**

#### M 1.3 NACTO Classification System

Consider the application of context-sensitive roadway classification system used by the National Association of City Transportation Officials (NACTO). **IGC**

#### M 1.4 Residential Traffic

Protect residential streets from excess traffic. **SO**

#### M 1.5 Transportation Network Connectivity

Develop a transportation network that connects users of all modes to destinations in Gilroy. **MPSP**

**M 1.6 Street Safety and Accessibility**

Design streets and transportation facilities that are safe and accessible to people of all abilities, including those with limited mobility. **SO**

**M 1.7 Reduce Vehicle Miles Traveled**

Reduce vehicle miles traveled (VMT) and greenhouse gas emissions by developing a transportation network that makes it convenient to use transit, ride a bicycle, walk, or use other non-automobile modes of transportation.

**MPSP**

**M 1.8 Street Landscaping**

Require landscaping as a part of all new street design, including street trees, landscaped medians and buffers, and high-quality street furniture. **SO RDR**

**M 1.9 Interconnected Residential Streets**

Encourage street patterns that provide direct access between neighborhoods for automobiles, pedestrians, and bicycles and connections to nearby neighborhood commercial services. Where access is not provided through the design of the street system, require easements for pedestrian and bicycle access (e.g., between cul-de-sacs). **RDR**

**M 1.10 Private Streets**

Require private streets to function similar to public streets. Private streets shall include sidewalks, street trees, and promote connectivity. **RDR**

**M 1.11 Planned Major Streets Through Non-Urban Areas**

Planned Arterial and Collector Streets traversing land located outside the Urban Service Area with non-urban land use designations are not intended to serve urban uses, but rather to provide transportation capacity for future planned urban land uses. Such roadways will be designed with limited access to adjacent properties. **MPSP**

**M 1.12 Transportation Demand Management**

Encourage existing and proposed development to incorporate TDM measures such as car-sharing, transit passes, and unbundling of parking (requiring separate purchase or lease of a parking space) where such measures will result in a reduction in vehicle miles travelled, reduction of required amount of parking or an increase in the use of alternate transportation modes. **MPSP**

**M 1.13 Transportation Funding**

Ensure new development fully funds the construction of transportation facilities required to meet the City’s LOS policy and other required transportation mitigation, including roadways, trails, and transit stops. **RDR FB**

### **M 1.14 Transportation Demand Management Program**

Review and update the Transportation Demand Management program for consistency with Gilroy 2040 General Plan and Valley Transportation Authority Vehicle Miles Traveled reduction strategies. **MPSP**

## **Complete Streets**

Gilroy uses a complete streets approach to the design of its transportation network. Complete streets are designed for all users in mind, including those of varying abilities, and may include sidewalks, bicycle lanes, dedicated transit lanes, and safer intersections. Careful planning and coordinated development of complete streets infrastructure can improve public health by encouraging active lifestyles and improving roadway safety; it can provide economic benefits to property owners and businesses; and it can decrease pollution. Policies in this section guide the overall provision of a balanced multi-modal system of transportation facilities and services in Gilroy.

### **Goal M 2**

Provide complete streets that balance the diverse needs of users of the public right-of-way.

#### **M 2.1 Serving All Users**

Provide safe, consistent, and convenient travel along and across streets to serve all users, including pedestrians, the disabled, bicyclists, motorists, movers of commercial goods, and users and operators of public transportation.

#### **M 2.2 Complete Street Standards**

Adopt, maintain, and implement complete streets standards consistent with the NACTO Guidelines that are applicable to adjacent land uses and sensitive to nearby neighborhoods. **MPSP**

#### **M 2.3 Routine Practice**

Continue to work towards making complete streets practices (e.g., considering and accommodating all users and all modes within the appropriate context) a routine part of everyday transportation decision-making. **MPSP RDR**

#### **M 2.4 Context Sensitive Streets**

Consider the land use and urban design context of adjacent properties in both residential and business districts as well as urban, suburban, and rural areas when designing complete streets. **MPSP RDR**

**M 2.5 Complete Street Conversions**

Identify streets that could be made more complete by adding bicycle lanes, and/or pedestrian amenities. Such street improvements should be considered for inclusion in the Capital Improvement Plan. **MPSP**

**M 2.6 Private Complete Streets**

Encourage large private developments (e.g., office parks, apartment complexes, retail centers) to provide internal complete streets that connect to the existing public roadway system and provide a seamless transition to existing and planned transportation facilities. **RDR**

**M 2.7 Safe Street Crossings**

Design street crossings to provide for the safety needs of bicyclists and pedestrians. Bridge crossings over creeks and at other locations shall be designed to accommodate bicycle lanes or paths in accordance with the designations set forth in the Bicycle and Pedestrian Transportation Plan. Bridges for the exclusive use of pedestrians and bicycles should be considered whenever barriers exist that impede convenient and safe access. **SO**

## Pedestrians and Bicyclists

Gilroy’s extensive network of designated bicycle facilities, combined with temperate weather, relatively flat topography in the central section, and rolling foothills surrounding the city, provide an excellent setting for both recreational and commuter bicycling. Pedestrians in Gilroy also benefit from the favorable weather and network of sidewalks and paths. Although much of Gilroy’s roadway infrastructure was originally built to serve a car-oriented city, significant progress has been made in providing a more pedestrian- and bicycle-friendly environment. Policies in this section aim to further that progress and support the development of facilities designed to keep bicyclists and pedestrians safe while offering a convenient way of traversing Gilroy.

### Goal M 3

Support bicycling and walking by providing a safe and extensive bicycle and pedestrian network.

**M 3.1 Roadway Design**

Encourage the design of all future roads, bridges, and facilities to accommodate bicycle and pedestrian travel. **RDR**

**M 3.2 New Development**

Require new development to include a system of sidewalks, trails, and bikeways that link all land uses, provide accessibility to parks and schools, and connect to

all existing or planned external street and trail facilities in accordance with the Mobility Diagrams. **RDR**

**M 3.3 Sidewalk Network Gaps**

Fill gaps in the city’s existing sidewalk network as funds become available. New development in the vicinity of such gaps shall contribute to such projects when there is a nexus to do so, as a community benefit, or as an off-setting measure for a transportation impact, such as one identified in a transportation analysis or environmental review process. **SO**

**M 3.4 Bicycle and Pedestrian Path Network**

Develop and maintain a network of paths along linear parks, public easements, drainages, and other open space areas to accommodate bicycle and pedestrian traffic (Figures M-2 and M-3). **SO**

**M 3.5 Bicycle and Pedestrian Transportation Plan**

Maintain and implement a Bicycle and Pedestrian Transportation Plan and Mobility Diagrams M-2 and M-3 that guide investment in Gilroy’s bicycle and pedestrian networks. These networks should connect residential developments with employment centers, public open spaces, parks, schools, shopping districts, and other major destinations. **MPSP**

**M 3.6 Bicycle and Pedestrian Priority**

Prioritize designs that favor pedestrian and bicycle circulation improvements over those for vehicular circulation on existing or proposed streets that provide opportunities to expand walking and bicycling as viable alternative modes of transportation, particularly on streets identified in Figures M-2 and M-3. Such improvements could include separate bicycle lanes, wider sidewalks, and bicycle/pedestrian-friendly intersection improvements. **MPSP**

**M 3.7 Pedestrian and Bicycle Facility Design Guidelines**

Develop and maintain design guidelines for pedestrian and bicycle facilities based on VTA’s Bicycle and Pedestrian Technical Guidelines, VTA’s Community Design and Transportation Program Manual of Best Practices, and the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, when feasible, that result in the construction of pedestrian and bicycle improvements that are attractive, functional, and accessible. **MPSP**

**M 3.8 Bicycle Improvement Design Standards**

Reference the VTA’s Bicycle Technical Guidelines and the National Association of City Transportation Officials standards in the design of bike-related improvements. **MPSP**

- M 3.9 Bicycle Parking**  
 Require adequate short- and long-term bicycle parking for all land uses except for single-family residential uses. **RDR**
- M 3.10 Public Involvement**  
 Promote bicycling and walking in the community as a means of transportation and exercise through educational programs and outreach campaigns. **PI**
- M 3.11 Bicycle Parking at City Facilities**  
 Provide bicycle parking at all City parks and public facilities (e.g., City Hall) sufficient to accommodate anticipated demand. **SO**
- M 3.12 Inter-Regional Bicycle Connectivity**  
 Support Santa Clara County Parks Department, Santa Clara County Roads and Airports Department, and the State Highway Department (Caltrans) in their efforts to develop south county bike lanes, routes, and trails, particularly as they provide inter-regional connectivity between Gilroy and its neighbors. Promote connectivity between city, county, and state bicycle improvements by coordinating the City’s Bicycle and Pedestrian Master plans with the South County Circulation Element, County Trails Master Plan, and other relevant pedestrian and bicycle plans. Facilitate completion of segments of regional trails within Gilroy, such as the Bay Area Ridge Trail, along with possible trailheads. **IGC**
- M 3.13 Road Maintenance and Bicycles**  
 Maintain and improve the quality of the surface of the right-hand portion of existing roads as well as the travel lanes so that they are suitable for bicycle travel, regardless of whether or not bikeways are designated. **SO**
- M 3.14 Safe Routes to School**  
 Encourage the construction of facilities and provision of programs so that Gilroy children can walk or bicycle to school safely through coordination with school administration and parent organizations and participation in State and Federal grant programs. **IGC**
- M 3.15 Bicycle Paths for Emergency Access**  
 Design bicycle paths to be wide enough for emergency vehicles to use if other emergency routes do not exist. Use removable bollards or other devices to prevent vehicles other than emergency and maintenance vehicles from using the bike paths. **SO**

**M 3.16 Pedestrian Signage**

Explore the development of a program, possibly as part of the city's existing wayfinding program, to allow permanent or temporary signage that encourages walking in pedestrian-oriented areas, particularly Downtown. **MPSP**

**M 3.17 Traffic Impact Fee for Bicycle/Pedestrian Improvements**

Support and finance the construction of pedestrian and bicycle improvements specified in the Mobility Diagrams by using the comprehensive traffic impact fee. **FB**

**M 3.18 Grant Funding for Facilities and Programs**

Identify regional, State, and Federal funding programs and secure funding for pedestrian and bicycle facilities and programs. **FB**

## Transit

Gilroy is served by a wide variety of transit services. Local service is provided by four VTA bus routes serving all neighborhoods within the city. Regional and intercity service is provided by VTA (to San Jose and to employment centers in Santa Clara, Sunnyvale and Mountain View), Caltrain (from Gilroy to San Francisco and many cities in between), TAMC (to Monterey and Salinas), San Benito County Transit (SBT) (to Hollister and San Juan Bautista), and Greyhound Lines, Inc. Intercity employer-sponsored bus service is also provided by bus operators for employees of Silicon Valley companies such as Google, Yahoo, Genentech, and Apple. Such robust transit service helps reduce miles traveled by cars, reduce greenhouse gas emissions, and improve air quality. Transit also reduces wear and tear on Gilroy’s roads. Policies in this section ensure that Gilroy residents are well-served by public and private transportation options.

### Goal M 4

Plan for efficient and convenient local and regional transit systems that respond to the changing needs of Gilroy.

**M 4.1 Access to Transit**

Work with the VTA to maximize the opportunity for all residents to have access to safe and convenient public transit options. **MPSP**

**M 4.2 Transit and Development**

Require new development to fully accommodate, enhance, and facilitate public transit, including pedestrian and bicycle access to transit. **RDR**

**M 4.3 Regional Transit Services**

Support regional transit operations that serve the Gilroy area through coordination of planning efforts and development policies that promote transit use. **JP**

**M 4.4 Shuttle Service**

Encourage private entities and transit providers to establish shuttle services to Gilroy’s commercial and tourist areas. Support public and private efforts and activities to bridge gaps in existing transit service. **MPSP JP**

**M 4.5 Private Transportation**

Encourage privately-owned transit systems, such as taxicabs, “real-time ridersharing” companies, employer shuttles, and private bus companies, to provide additional transit services, particularly to serve special needs

**Level of Service**

Level of Service (LOS) is a qualitative description of traffic operating conditions. A LOS of A represents free flowing traffic, and a LOS of F represents severe traffic congestion with substantial delays. LOS A may be preferable in some situations, but LOS A in downtown Gilroy would mean it was empty. In general, the strict enforcement of LOS standards has forced cities to make transportation improvements that favor automobiles and hurt other modes of transportation. Adopting a more flexible LOS approach allows cities to consider other modes of transportation when evaluating traffic impacts and making roadway improvements.

populations, including senior citizens and the mobility impaired. These services should connect to VTA and Caltrain transit systems. **JP**

**M 4.6 Santa Clara Valley Transportation Authority (VTA)**

Coordinate with VTA on the planning of new transit routes within Gilroy and maintain a strong relationship with VTA management to ensure continued cooperation. **IGC**

**M 4.7 Updated Transit Plan**

Coordinate with VTA in their evaluation and development of a transit needs and opportunities study to use in the development of a new transit plan. **JP**

**M 4.8 Consider Transit in Planning and Development Proposals**

Coordinate with VTA on advance planning projects and development proposals that may have implications for public transit and consider the VTA’s Transit Sustainability Policy/Service Design Guidelines. **JP**

**Vehicular Traffic and Parking**

The City of Gilroy is served by an extensive network of freeways, arterials, collectors, and local streets. Located at the junction of U.S. 101 and SR 152, Gilroy serves regional traffic in all directions. Access to local destinations, such as residential neighborhoods, employment areas, shopping centers, schools, and recreational areas is provided by the entire roadway network. Planning for roadways near new development can ensure that the roadway system maintains sufficient capacity and mobility. Policies in this section provide for the needs of cars, trucks, and other vehicles on the streets that connect Gilroy. Policies in this section also provide for convenient and appropriate vehicle parking facilities.

**Goal M 5**

Provide a safe and efficient network of streets for cars and trucks, as well as provide vehicle parking to meet the city’s needs.

**M 5.1 Standard Level of Service (LOS)**

Maintain traffic conditions at LOS C or better at Gilroy intersections and roadways, allowing some commercial and industrial areas (e.g., downtown Gilroy, First Street corridor) to operate at LOS D or better. Existing LOS D areas within City include the Gilroy Premium outlets, Gilroy Crossings, and Regency Commercial areas. Exceptions to this standard will be allowed only where the City Council determines that.

the improvements needed to maintain the City’s standard level of service at specific locations are infeasible **RDR** **MPSP**

**M 5.2 Safe Travel**

Provide roadways to allow for the safe travel of all vehicles, pedestrians and bicyclists. **SO**

**M 5.3 Promote Non-Auto Modes of Transportation**

Consider offering incentives as part of a multimodal system approach, for projects that incorporate travel demand management techniques and promote transit ridership, biking, and walking in order to reduce air pollution, energy consumption, and greenhouse gas emissions. **RDR** **MPSP**

**M 5.4 Transportation Performance Metrics**

Apply useful and informative transportation performance metrics and thresholds, including vehicle miles traveled (VMT), in a manner consistent with State law and the community value expressed in the goals and policies of this General Plan when measuring transportation system impacts for subsequent projects, making General Plan consistency determinations, and developing transportation financing programs. **RDR** **MPSP** **FB**

**M 5.5 Intersections**

Provide for the safe travel and efficient movement of all transportation modes at intersections, in part by optimizing existing signal phasing and timing. Investigate the feasibility of alternative intersection traffic control methods, such as roundabouts, before new traffic signals are installed. **SO**

**M 5.6 Road Maintenance**

Maintain roadways to allow for the safe travel of all vehicles, pedestrians, and bicyclists. Emphasize preventative maintenance to reduce costs associated with roadway replacement. **SO**

**M 5.7 Traffic Calming**

Continue to implement traffic calming measures that discourages speeding and cut-through traffic in neighborhoods. **MPSP**

**M 5.8 Commercial Driveways**

Require new commercial development to minimize commercial driveways and locate them to prevent conflicts at intersections and with other driveways. Also encourage the reduction of duplicative existing commercial driveways. **RDR**

**M 5.9 U.S. 101 Landscaping and View Protection**

Coordinate with Caltrans and Santa Clara County to provide additional landscaping along the U.S. 101 right-of-way to enhance its attractiveness, recognizing that it is the primary “visitor-serving” traffic artery in the Planning Area. Also, encourage new developments facing U.S. 101 to provide landscape screening and to protect and enhance existing views of farmland and surrounding hills. **IGC**

**M 5.10 Capital Improvement Plan**

Maintain and implement a five-year capital improvement plan that addresses all components of the multi-modal transportation network. **FB**

**M 5.11 Parking**

Maintain and implement a comprehensive on- and off-street parking system that serves the needs of residents and businesses while supporting the use of alternative transportation. **SO**

**M 5.12 Minimum Parking Standards**

Consider eliminating or reducing minimum parking standards for private vehicles in transit-oriented developments, mixed-use developments and developments in high density areas over time, while increasing parking for shared vehicles, alternative energy vehicles, bicycles, and other alternative modes of transportation. **RDR MPSP**

**M 5.13 On-Street Parking**

If all other appropriate street modifications are determined to be infeasible, consider removing or restricting existing on-street parking in areas of critical width in order to facilitate traffic flow and accommodate bicycle lanes. **SO**

**M 5.14 Downtown Parking**

Seek creative solutions to manage the downtown parking supply and demand, recognizing that a combination of public and private efforts are needed to balance the supply and demand. **RDR**

**M 5.15 Railroad Crossing Grade Separations**

To the extent possible, require the grade separation of main line railroads and major arterial streets, particularly those of six lanes or more. Maximize the use of available State and Federal funds for grade-separated railroad crossings and encourage railroad companies to pay their equitable share of any such projects.

**RDR JP**

**M 5.16 Parking Lot Landscaping**

Establish standards for landscaping and trees in new parking lots and encourage retrofit and enhancements of existing lots. **MPSP**

**M 5.17 Transportation Fee Ordinance**

Require proposed new development to pay for on-site improvements to meet the needs of the development and its proportionate share of the costs for mitigating cumulative traffic impacts within the City of Gilroy. Use the Transportation Fee Ordinance to finance necessary off-site improvements equitably, including intersection and street improvements to maintain intersection levels of service, traffic safety improvements and improvements to reduce single occupant vehicle trips such as bicycle system enhancements, pedestrian improvements, and trip reduction measures. **RDR**

**M 5.18 Traffic Studies**

Require site-specific traffic studies for proposed new development that may result in a cumulative intersection level of service exceeding the acceptable level established in Policy M 5.1, create safety hazards, or other substantial impacts on the circulation system. **RDR**

**M 5.19 Roadway Improvements Prioritization and Timing**

Roadway improvements shall be periodically prioritized to be correlated with the distribution and pace of new development and to reflect the degree of need for mitigation. **MPSP**

**M 5.20 Exceeding the Acceptable Level of Service**

In addition to paying the transportation impact fee, proposed new development project must fund off-site circulation improvements which are needed as a result of project generated traffic, if:

- a) The level of service at the intersection drops below the level of service standard established by Policy M 5.1 when the project traffic is added, and

- b) An intersection that operates below its level of service standard under the base year conditions experiences an increase in delay of four or more seconds, and
- c) The needed improvement of the intersection(s) is not funded in the applicable five-year City Capital Improvement Program (CIP) from the date of application approval.

Off-site improvement costs may be reimbursed by the City if a reimbursement program is established throughout the timeframe of the City's Transportation Circulation Master Plan or at the time when the improvement was initially scheduled. **RDR**

**M 5.21 Traffic Signal Installation**

Require proposed new development to fund or install signalization at off-site unsignalized intersections if warranted based on a traffic analysis to determine the need for signalization that includes consideration of both existing and projected traffic and pedestrian volumes, traffic delays and interruptions, accident history, and proximity of sensitive land uses, such as schools. **RDR**

**M 5.22 Roadway Improvement Right-of-Way Dedication**

Require proposed new development to dedicate right-of-way, as shown in Appendix D, necessary for improvements to roadways on which the new development fronts. **RDR**

**M 5.23 Bikeway Right-of-Way Dedication**

Require proposed new development to dedicate right-of-way for bike lanes and paths shown on Figure M-2, where if the new development fronts on the planned bikeway or contributes to the need for the bikeway improvement. **RDR**

**M 5.24 Trails Master Plan**

Update the City's Trails Master Plan every five years to ensure it reflects the needs and current conditions, prioritizes capital improvement projects that creates and maintains a safe and logical bikeways system, provides adequate bicycle parking, supports the City's Complete Streets Policy, and is coordinated with the countywide system. **RDR**

**M 5.25 Pedestrian Circulation**

Develop a pedestrian master plan and prioritized capital improvement program that creates and maintains a walkable environment in Gilroy and supports the City’s Sustainable Transportation Actions. **RDR**

**M 5.26 Pedestrian Facilities Adjacent to New Development**

Require proposed new development to provide new or repair existing pedestrian facilities along project street frontages, including sidewalks, wheelchair ramps. Require that utility poles, signs, street lights, and street landscaping on sidewalks along project frontages be placed and maintained to permit wheelchair access and pedestrian use.

**M 5.27 Pedestrian Safety**

Prioritize pedestrian safety in the design of intersection and other roadway improvements. **RDR**

**Goods Movement**

The movement of goods, either via roadway or rail, is a key component of the economic vitality and growth of Gilroy and the entire region. U.S. 101 provides regional truck travel to the San Francisco Bay Area and to southern California. SR 152 provides regional truck travel between Silicon Valley and Salinas Valley along U.S. 101 and the Central Valley along Interstate 5, east of the Pacheco Pass. SR 152 also accommodates smaller trucks between U.S. 101 and Watsonville and SR 1. In addition to the State highways, the City of Gilroy has designated certain streets as truck routes. Freight rail service in Gilroy is operated by Union Pacific Railroad. The rail corridor presently running through Gilroy stretches from Oakland to San Luis Obispo. Policies in this section balance the efficient movement of goods with the impacts associated with truck and rail traffic.

## Goal M 6

To provide an efficient system for goods movement that adequately serves the industrial and commercial areas of the City while protecting residents from potentially adverse impacts.

### M 6.1 Truck Routes

Maintain and update information regarding commercial truck routes as needed to ensure the needs of business are met while minimizing potential adverse impacts to the rest of the community. **MPSP**

### M 6.2 Off-Peak Deliveries

Encourage business owners to schedule deliveries during off-peak traffic periods in residential, commercial, or mixed-use areas. **MPSP**

### M 6.3 Goods Movement by Rail

Coordinate with railroad operators to facilitate the transport by rail of goods through the city. **RDR JP**

### M 6.4 Residential Uses Along Truck Routes

Limit residential development along designated truck routes or design the development to reduce truck traffic impacts on residents. **MPSP**

## Regional Cooperation

Transportation systems rarely follow jurisdictional lines, and travelers expect to be able to move smoothly from one place to the next. Several of the critical transportation facilities in Gilroy, including the Caltrain, U.S. 101, and SR 152, are operated by another agency. The policies in this section are intended to ensure a strong connection between transportation networks in the region.

## Goal M 7

Maintain and increase cooperation between Gilroy and neighboring jurisdictions, regional organizations, and relevant State agencies.

### M 7.1 Regional Communication

Maintain formal and informal lines of communication between State and regional agencies such as Caltrans and VTA to ensure cooperation in the development of transportation systems and the implementation of State and regional transportation plans. **IGC**

**M 7.2 County Coordination**

Work with Santa Clara County on the development of transportation facilities within the General Plan planning area but within the jurisdiction of the County, including trails and bicycle paths in the County Trails Master Plan. **IGC**

**M 7.3 Bridge Crossings**

Work with Caltrans and the Santa Clara Valley Water District to provide bicycle and pedestrian bridge crossings across the South Valley Freeway (U.S. 101) and water district drainage facilities. **IGC**

**M 7.4 Intercity Rail**

Coordinate with Amtrak, Caltrain, Transportation Agency for Monterey County (TAMC), the San Benito Express, and the Capital Corridor Joint Powers Authority to plan for new intercity rail service to San Benito and Monterey counties. **IGC**

**M 7.5 Intercity Transit**

Coordinate with the VTA, TAMC, San Benito Express, and the Capital Corridor Joint Powers Authority to explore future opportunities for new transit services to northern Santa Clara County and the rest of the Bay Area. **IGC**

**M 7.6 Expanded Caltrain Service**

Coordinate with Caltrain to add additional off-peak service to Gilroy. Work with Caltrain to increase service in the reverse commute direction. **IGC**

**M 7.7 High Speed Rail Coordination**

Support State and regional efforts to bring a high speed rail station to Gilroy. Develop plans and programs to accommodate high speed rail. **IGC**

## Implementation Programs

<b>Table 3-1: Mobility Implementation Programs</b>	<b>2021-2023</b>	<b>2024-2028</b>	<b>2029-2040</b>	<b>Annual</b>	<b>Ongoing</b>
<p><b>1. NACTO Design Guidelines</b> Evaluate the National Association of City Transportation Officials (NACTO) design guidelines to determine if the city should use them as a more current, context-sensitive roadway classification system.</p> <p><b>Implements Policies:</b> M 1.3, M 2.2, M 3.8</p> <p><b>Responsible Department:</b> Public Works</p>	X	X	X		
<p><b>2. Traffic Impact Fee</b> Maintain traffic impact fees for new development, with the funds used to finance roadway and trail improvements. The fees should be reviewed annually.</p> <p><b>Implements Policy:</b> M 1.10</p> <p><b>Responsible Department:</b> Public Works</p>				X	
<p><b>3. Bicycle and Pedestrian Transportation Plan</b> Review and update the Bicycle and Pedestrian Transportation Plan every five years to ensure it reflects the needs and current conditions in Gilroy.</p> <p><b>Implements Policy:</b> M 3.5</p> <p><b>Responsible Department:</b> Public Works</p>	X	X	X		

<b>Table 3-1: Mobility Implementation Programs</b>	<b>2021-2023</b>	<b>2024-2028</b>	<b>2029-2040</b>	<b>Annual</b>	<b>Ongoing</b>
<p><b>4. Bicycle and Pedestrian Improvements</b>                      Implement the following bicycle-related improvements from the recommendations of the Bay Area Air Quality Management District:</p> <ul style="list-style-type: none"> <li>a) Establish and maintain a bicycle and pedestrian advisory committee.</li> <li>b) Designate a staff person as a Bicycle Program Manager.</li> <li>c) Designate a staff person as a Pedestrian Program Manager.</li> <li>d) Provide bicycle safety education.</li> </ul> <p><b>Implements Policy:</b> M 3.10  <b>Responsible Department:</b> Public Works</p>	X				X

**Table 3-1: Mobility Implementation Programs**

	2021-2023	2024-2028	2029-2040	Annual	Ongoing
<p><b>5. Transportation Performance Metrics</b>            Conduct a study, based on the California Environmental Quality Act (CEQA) guidelines amendments adopted for the implementation of SB 743 (Steinberg, 2013) or other future state legislation, to analyze the potential for implementing vehicle miles traveled (VMT) congestion standards, while also considering the continued use of level of service (LOS) standards to require necessary public improvements from private development. The study should: 1) consider the applicability of using transportation performance metrics and thresholds for measuring transportation system impacts provided in the approved guidelines amendments, as well as for making General Plan consistency determinations and developing transportation financing program, and 2) evaluate the appropriate timing for this action, taking into consideration the need to better understand the necessary procedures for and likely effects of such a change. Based on this consideration, review, and update if needed, the General Plan LOS standards and policies to be consistent with the approved CEQA Guidelines amendments.</p> <p><b>Implements Policy:</b> M 5.4  <b>Responsible Departments:</b> Community Development and Public Works</p>	X				
<p><b>6. Signal Timing</b>            Maintain and expand its local signal timing programs, in accordance with the recommendations of the Bay Area Air Quality Management District.</p> <p><b>Implements Policy:</b> M 5.5  <b>Responsible Department:</b> Public Works</p>					X

<b>Table 3-1: Mobility Implementation Programs</b>	2021-2023	2024-2028	2029-2040	Annual	Ongoing
<p><b>7. Signal Preemption for Buses</b>                      Conduct a study of signal pre-emption for buses on arterial streets with a high volume of bus traffic in coordination with VTA and other transit providers and in an effort to improve on-time performance and attract new riders.</p> <p><b>Implements Policy:</b> M 5.5  <b>Responsible Department:</b> Public Works</p>	X				
<p><b>8. Traffic Calming</b>                      Prepare and adopt a traffic calming policy that discourages speeding and cut-through traffic in neighborhoods. The adopted policy should establish thresholds, have a list of acceptable traffic calming measures, and outline an implementation process for new and existing neighborhoods.</p> <p><b>Implements Policy:</b> M 5.7  <b>Responsible Department:</b> Public Works</p>	X				X
<p><b>9. Parking Standards</b>                      Review and update parking standards as necessary to reduce the amount of land devoted to parking and encourage shared parking arrangements, particularly in mixed-use developments.</p> <p><b>Implements Policies:</b> M 5.10, M 5.11, M 5.12  <b>Responsible Departments:</b> Community Development and Public Works</p>	X				

Table 3-1: Mobility Implementation Programs	2021-2023	2024-2028	2029-2040	Annual	Ongoing
<p><b>10. Commercial Truck Routes</b> Review and update commercial truck routes on Mobility Diagram M-4 to minimize the impacts of truck traffic, deliveries, and staging in residential and mixed-use areas while recognizing the needs of commerce.</p> <p><b>Implements Policy:</b> M 6.1 <b>Responsible Department:</b> Public Works</p>	X				
<p><b>11. Average Vehicle Ridership Goals</b> Update the average vehicle ridership goal for Gilroy for the year 2040 to achieve and measure progress towards a net increase in the use of commute alternatives and a reduction in vehicle trips.</p> <p><b>Implements Policy:</b> M 1.12 <b>Responsible Department:</b> Community Development and Public Works</p>		X			

<b>Table 3-1: Mobility Implementation Programs</b>	2021-2023	2024-2028	2029-2040	Annual	Ongoing
<p><b>12. Update Municipal Code</b>                      Update Municipal Code Chapter 25B to provide guidance to project applicants in identifying possible project-specific Transportation Demand Management measures that can be implemented to reduce Vehicle Miles Traveled and increase bicycle and pedestrian opportunities and vehicle ridership as part of the development review process, list Transportation Demand Management services and incentives that can be implemented by employers that reduce trips, and establish a five-year review cycle to measure the efficacy of program objectives and adjust the program as needed.</p> <p><b>Implements Policies:</b> M 1.12, M 1.14</p> <p><b>Responsible Department:</b> Community Development and Public Works</p>		X			
<p><b>13. Traffic Impact Fee Study</b>                      Because the revenues derived from the Transportation Fee Ordinance offset only a small portion of the total costs of roadway improvements and are typically used to pay for the less substantial mitigations, the City will prepare a Traffic Impact Fee study to explore options for making up the deficit in situations where a proposed new development project is determined to cause a level of service degradation below the City’s goal. Options may include a requirement that the new development pay the full cost of off-site traffic improvements through the level of service assessment process, in addition to paying the impact fee, with a possible provision for reimbursement by the City.</p> <p><b>Implements Policies:</b> M 5.1</p> <p><b>Responsible Department:</b> Public Works</p>	X				

4

**Economic Prosperity**



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## Introduction

Gilroy has a rich history as an agricultural community and is widely recognized as the garlic capital of the world. The annual garlic festival is one of the most popular events in Northern California. Gilroy continues to be the home of major agricultural industries including Olam, Christopher Ranch, Syngenta, International Paper, Monterey Gourmet 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. Gilroy Gardens Theme Park and local wineries contribute to local tourism. 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.

## Skilled Workforce

While much of Gilroy's business community is rooted in its agricultural heritage, its labor force is solidly-connected to the growth of technology companies in Silicon Valley. Gilroy needs a workforce that matches the skills needed by local employers, as well as a workforce that can continue to compete for high-skill, high-wage jobs in Silicon Valley. Policies in this section seek to foster a skilled workforce by coordinating with educators and the business community to meet the workforce demand of the region.

## Goal EP 1

Support the development of an educated, skilled, and competitive workforce to match the current and future employment needs of Gilroy's businesses.

### EP 1.1 Local Hiring

Promote local hiring, including youth employment and paid internships, to increase community ownership and resident retention, help achieve a more positive jobs to employed resident ratio, and reduce regional commuting, gas consumption, and air pollution. **PI**

### EP 1.2 Gilroy Unified School District

Encourage and support efforts of the Gilroy Unified School District to increase investment in both vocational and academic school programs and facilities. **IGC**

### EP 1.3 Training and Employment for Youth

Coordinate efforts between local employers and training/educational institutions to encourage the availability of training for important skills, as well as youth employment opportunities. **JP IGC**

### EP 1.4 "Middle Skill" Occupations

Encourage training for "middle skill" occupations as well as college-oriented careers. **JP IGC**

### EP 1.5 Training Facilities and Programs

Support investment in training facilities and programs that can serve a critical mass of targeted industry clusters. **JP IGC**

### EP 1.6 Workforce Housing

Support the development of workforce housing to enable the workforce to live in the community. **JP IGC**

### EP 1.7 Executive Housing

Encourage the development of executive housing to encourage entrepreneurs and business executives to locate in Gilroy. **JP IGC**

## Employment Development

Gilroy has a diverse local business community, and City support can help these businesses continue to grow and add jobs to the local economy. At the same time, Gilroy needs to look beyond its borders to attract and retain new businesses. Policies in this

section support local businesses and their efforts to expand employment opportunities as well as attract new businesses.

### Goal EP 2

Support efforts to increase employment in Gilroy by encouraging the attraction and expansion of private sector businesses.

#### EP 2.1 **Employment Recruitment**

Encourage industrial, high-tech, and commercial office employers to locate in Gilroy and provide a diversity of well-paid job opportunities for local residents.

**MPSP**

#### EP 2.2 **Employment Retention**

Support the development, retention, and expansion of all businesses including agricultural and tourism-related businesses, recognizing their vital importance to the City's economic future. **MPSP**

#### EP 2.3 **Agricultural Industries**

Support measures that strengthen the position and economic viability of local agriculture and related industries. Agriculture is an important base industry vital to the existing economy of Gilroy. **MPSP**

#### EP 2.4 **Business Development Targets**

Establish business development and attraction targets that are consistent with the skills and education levels of the workforce. **PSR**

#### EP 2.5 **Attract Entrepreneurs and Business Executives**

Support efforts to develop a strategy to target marketing efforts to existing or potential entrepreneurs and business executives who could be attracted to live in Gilroy. This strategy could result in a variety of different business types starting up or expanding in Gilroy and would help create more "corporate citizens" in the community. **MPSP**

#### EP 2.6 **Silicon Valley**

Support efforts to promote Gilroy to Silicon Valley companies looking for less costly locations for expansions. **MPSP**

#### EP 2.7 **Food Processing**

Promote additional value-added food processing of local agricultural products. **MPSP**

**EP 2.8 Local Food**

Work with local grocers and restaurants to feature locally produced food where feasible. **MPSP**

**EP 2.9 Emerging Industries**

Continue to monitor industry trends and evaluate and identify what industries, including emerging industries, are best suited for Gilroy business development and attraction targets. **MPSP**

**EP 2.10 Locations for Businesses**

Encourage commercial and industrial development by ensuring the availability of suitable sites for development and providing zoning that facilitates such uses. Coordinate with brokers to ensure that distinct real estate market data is available for Gilroy. **MPSP**

**EP 2.11 Employment Land Conversion**

Protect employment lands from conversion to non-employment uses, particularly where such conversions may compromise the viability of nearby employment properties. **MPSP**

**EP 2.12 Economic Development Funding Sources**

Maintain a toolkit of potential economic development funding sources and mechanisms, including those offered through State and Federal resources. **MPSP**

**EP 2.13 Property Data**

Encourage commercial real estate brokers to maintain current property data for Gilroy to ensure that prospective businesses understand the extent of potential business locations in Gilroy. **JP**

## **Business Climate**

The City recognizes that it can facilitate private-sector investment and the creation of jobs by creating a business-friendly climate. This goal and its supporting policies stress the importance of customer service, fair and predictable permit procedures, the removal of unnecessary regulatory barriers, and economic development programs as ways to attract private-sector investment to Gilroy.

### Goal EP 3

Maintain a supportive business climate that increases the City's ability to support expansion of existing businesses and attraction of new businesses.

#### EP 3.1 Promote Gilroy

Promote Gilroy as a place for business and industry, capitalizing on the City's location and numerous amenities, to encourage new businesses to locate here and to retain existing businesses. **PI**

#### EP 3.2 Business-Friendly Values

Encourage that the entire City organization, including employees, volunteers, and elected and appointed officials, understand and embrace Gilroy's business-friendly values. **SO**

#### EP 3.3 Regulation Updates

Update policies, procedures, and regulations to promote a business-friendly atmosphere and a high-quality environment that is attractive to residents and businesses. **SO**

#### EP 3.4 Development Incentives

Consider ways in which the City can incentivize job creation associated with commercial and industrial development, particularly through fiscally responsible means such as shortening entitlement review timelines. **SO**

#### EP 3.5 Business Support Services

Provide Gilroy businesses with access to a full network of business support services through partnerships with specialized agencies and organizations. **MPSP JP IGC**

#### EP 3.6 Culturally Diverse Businesses

Encourage the development of specialty businesses that reflect the diverse ethnic and cultural groups of the Gilroy community. **MPSP**

#### EP 3.7 Assist Entrepreneurs

Support and assist local entrepreneurs who are starting businesses in Gilroy. **MPSP**

#### EP 3.8 Impact Fees

Review impact fees periodically to ensure they remain as efficient and effective as possible in funding the City's infrastructure needs while remaining low enough to retain and attract businesses. **RDR**



**EP 3.9 Buy Local**

Encourage residents, local businesses, colleges, trade schools, and community organizations to purchase goods and services from other local businesses to support local jobs and to recirculate money within the local economy. [PI](#) [JP](#)

**EP 3.10 Permit Processing**

Ensure a timely, fair, and predictable permit process for all applicants. [RDR](#) [SO](#)

## Partnerships

The City relies on partnerships with local economic development organizations and businesses to pursue its economic development goals. Policies in this section seek to leverage resources of entities throughout the city and region to support and implement the goals of the 2040 General Plan and the Economic Prosperity Element. This includes coordinating with local economic development organizations, engaging in partnerships with the private sector, and maintaining relationships with regional and State agencies.

### Goal EP 4

Be a key partner with other agencies and organizations to achieve the City's and the region's economic goals.

#### EP 4.1 Interagency Coordination

Coordinate with and support the Gilroy Economic Development Corporation, Gilroy Downtown Business Association, Chamber of Commerce, Visit Gilroy, and other groups working to promote Gilroy's economic development. In particular, support and coordinate efforts targeted towards the further economic development of the Downtown area. [IGC](#) [JP](#)

#### EP 4.2 Public/Private Partnerships

Support and encourage public/private partnerships to implement strategic projects that align with the City's economic and community development goals. [IGC](#) [JP](#)

#### EP 4.3 Regional Partnerships

Coordinate with local, regional, and State economic development organizations to support the economy of southern Santa Clara County and Gilroy. [IGC](#) [JP](#)

## Retail Development

Over the past two decades, Gilroy has evolved into a major regional center whose commercial activity well exceeds what is typical for a community of Gilroy's size. The existing base of retail stores and local-serving businesses creates a broad and diverse base that serves a variety of constituents, such as residents, commuters, visitors, and travelers passing through. During this time, Gilroy has developed some key commercial centers that serve a large population that extends well beyond the city limits. Policies in this section seek to maintain Gilroy's status as a regional retail center and enrich the diversity of available retail opportunities for residents.

## Goal EP 5

Maintain and expand Gilroy's retail sector to meet local and regional demands and generate tax revenues for City operations.

### EP 5.1 **Downtown and Local-Serving Retail**

Encourage the establishment and expansion of commercial businesses that increase local spending within Gilroy and provide needed goods and services to residents and businesses. **MPSP**

### EP 5.2 **Retail Niches**

Encourage businesses to fill important retail niches, such as higher end grocery stores and restaurants, to improve the shopping mix. **JP MPSP**

### EP 5.3 **Retail Mix**

Coordinate with retail centers to maintain a fresh mix of stores and an attractive shopping environment. **JP MPSP**

### EP 5.4 **Demographic Profile**

Update the demographic profile of Gilroy as newer housing developments are completed so it can be used for retail attraction efforts. **MPSP**

### EP 5.5 **Outlet Mall**

Promote the Gilroy Premium Outlets and other regional retail destinations. **MPSP**

## Tourism

Gilroy is situated between two distinct visitor-serving markets – Silicon Valley, including the greater San Francisco Bay Area, and the Central Coast. In addition, Gilroy has a unique role as a crossroads for travelers going between the Bay Area and destinations in the Central Valley and Southern California. Gilroy Gardens, Gilroy Premium Outlets, and the Garlic Festival are all regional attractions. Policies in this section seek to strengthen and expand the attractions Gilroy offers and the services and amenities the tourism industry provides to visitors.

## Goal EP 6

Attract visitors and provide them with the amenities and services to make their stay enjoyable.

### EP 6.1 Tourism Promotion

Coordinate with Visit Gilroy, Tourism Business Improvement District marketing program, local winery association and other efforts to promote Gilroy's strengths and tourist attractions in regional and statewide media and consider how targeted national and international media can be used to expand tourism for all of Gilroy's attractions. **PI**

### EP 6.2 Lodging

Encourage hotels to locate in Gilroy, especially full-service business hotels with conference facilities or other amenities that will attract more business travel to Gilroy. Support expansion of bed and breakfast and other leisure hotel options as well. **MPSP**

### EP 6.3 Attractions and Itineraries

Encourage the development of additional attractions and, in coordination with Visit Gilroy, Tourism Business Improvement District marketing program, and local winery association and other efforts to identify linked itineraries to encourage visitors to see multiple locations such as downtown, wineries, wine trails, culinary attractions, regional family attractions, and cultural performances in the same visit. **MPSP**

### EP 6.4 Events

Promote existing and new signature events that add to Gilroy's quality of life, enhance the City's image, and stimulate economic activity. **MPSP**

### EP 6.5 Wine Tourism

Promote winery tourism through coordinated efforts with Visit Gilroy, Tourism Business Improvement District marketing program, local winery association, and other efforts. **IGC JP**

### EP 6.6 Gilroy Sports Park

Develop financing strategies for completion and operation of the Sports Park in accordance with the Sports Park Master Plan such that the City can expand and promote events for youth sports and regional tournaments, either to supplement regional events currently hosted in South County or to create a new niche for itself. **FB**

### **EP 6.7 Outdoor Recreation**

Promote outdoor recreational activities within and in close proximity to Gilroy (hiking, biking, equestrian, archery, etc.) as a means to attract tourists and promote Gilroy's high quality of life. **PI**

### **EP 6.8 Bicycle Tourism**

Promote Gilroy's weather, topography, and extensive bicycle network as a safe and convenient transportation and recreation option, including for access to wineries. **PI**

## **Arts, Entertainment, and Recreation**

Economic growth enables prosperity for businesses, residents, and the city. This prosperity is invested back into the arts, culture entertainment, and recreation to help create a vibrant community with improved quality of life for all. Economic growth is stimulated by the enhanced quality of life and helps attract, retain, and expand businesses, with the economic development investments flowing back into the community.

### **Goal EP 7**

Create a vibrant community that attracts visitors and businesses, and enhances the quality of life for residents.

#### **EP 7.1 Arts and Cultural Activities**

Encourage expansion of arts and cultural activities, particularly in the downtown, to enhance the quality of life and entertainment options for Gilroy residents and visitors. **MPSP**

#### **EP 7.2 Public Art in Downtown**

Encourage the expansion of arts and cultural activities, particularly in Downtown, to enhance the quality of life and entertainment options for Gilroy residents and visitors. **MPSP**

#### **EP 7.3 Public Art**

Support private efforts to create art in public places (e.g., murals, statues) as a means to create a vibrant community that attracts residents and businesses.

**MPSP**

#### **EP 7.4 Planning Process**

Integrate planning for public art in City planning efforts, to include but not limited to specific plans and development proposals. **MPSP**

### **EP 7.5 EP 7.5 Commercial Recreation**

Coordinate with private and non-profit organizations regarding commercial recreational opportunities in the City of Gilroy, consistent with City Council Resolution 2020-56, supporting Gilroy as a Recreation Destination. **MPSP**

## **Land Use and Economic Prosperity**

The type and supply of the employment land uses in Gilroy provide important indicators of the ability of the City to meet the needs of the changing economy. Policies in this section seek to protect the industrial and commercial lands that provide jobs to many Gilroy residents and implement the goals of the Economic Prosperity Element and the 2040 General Plan.

### **Goal EP 8**

Proactively manage land uses to provide and enhance economic development and job growth.

#### **EP 8.1 Industrial and Commercial Lands**

Protect and improve the quantity and quality of lands designated for industrial and commercial uses. **RDR**

#### **EP 8.2 Jobs to Employed Resident Ratio**

Seek to improve the city's jobs to employed resident ratio through land use management, in part to support the City's fiscal health. **MPSP**

#### **EP 8.3 Incompatible Uses**

Limit encroachment of incompatible uses, such as residential or assembly uses, in industrial areas so as to avoid the imposition of additional operational restrictions and/or mitigation requirements on industrial users, particularly in general industrial areas and especially in the interior of general industrial areas. **MPSP**

#### **EP 8.4 Trucking and Freight**

Protect and improve trucking and other modes of freight transportation access to the key employment areas in Gilroy. **MPSP**

#### **EP 8.5 Enhanced Community**

Provide high-quality neighborhoods, diverse housing options, a walkable/bikeable public street and trail network, and, in designated areas, compact, mixed-use development to enhance Gilroy's livability, attractiveness,



and high quality of life; to promote interaction among community members;  
and to attract talented workers to the city. **MPSP**

## Implementation Programs

Table 4-1: Economic Prosperity Implementation Programs	2021-2023	2024-2028	2029-2040	Annual	Ongoing
<p><b>1. Jobs in Gilroy</b>                      Maintain a tabulation of the number and types of jobs in the City of Gilroy. <b>MPSP</b></p> <p><b>Implements Policies:</b> EP 2.1, EP 2.2</p> <p><b>Responsible Department:</b> Economic Development</p>					X
<p><b>2. Business Development Targets</b>                      Develop quantifiable business development and attraction targets that consider the skills and education levels of the workforce. Collect data annually to compare actual business development and attraction levels to the developed targets. Use the results to guide future business development efforts.</p> <p><b>Implements Policy:</b> EP 2.5</p> <p><b>Responsible Department:</b> Economic Development</p>	X			X	
<p><b>3. Entrepreneur Recruitment Program</b>                      Develop and implement a strategy to target marketing efforts to existing or potential entrepreneurs and business executives who could be attracted to live in Gilroy. Coordinate the City's effort with the Gilroy Economic Development Corporation and other local organizations.</p> <p><b>Implements Policy:</b> EP 2.6</p> <p><b>Responsible Department:</b> Economic Development</p>	X			X	

<b>Table 4-1: Economic Prosperity Implementation Programs</b>	<b>2021-2023</b>	<b>2024-2028</b>	<b>2029-2040</b>	<b>Annual</b>	<b>Ongoing</b>
<p><b>4. Emerging Industries</b> Develop a study that identifies emerging industries that can be attracted to locate in Gilroy. The basis for this study shall be the industries outlined in the Economic Development Strategic Plan. Based on the results of the study, develop detailed strategies for supporting and attracting businesses in those emerging industries. Continue to monitor industry trends and evaluate what industries, including emerging industries, are best suited for business development and attraction targets.</p> <p><b>Implements Policy:</b> EP 2.10 <b>Responsible Department:</b> Economic Development</p>	X				X
<p><b>5. Inventory of Developable Sites</b> Develop and maintain an inventory of developable sites to encourage the development of new industries.</p> <p><b>Implements Policy:</b> EP 2.11 <b>Responsible Department:</b> Economic Development</p>	X				X
<p><b>6. Regulation Updates</b> Update regulation policies on a regular basis.</p> <p><b>Implements Policy:</b> EP 3.3 <b>Responsible Department:</b> Economic Development</p>	X				X
<p><b>7. Employment Monitoring</b> Monitor the city’s jobs to employed resident ratio as one indicator of the fiscal health of Gilroy.</p> <p><b>Implements Policy:</b> EP 8.2 <b>Responsible Department:</b> Economic Development</p>					X

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# 6

## **Public Facilities and Services**

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## Introduction

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, and 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 municipal and educational facilities and services in Gilroy. They ensure Gilroy's public facilities and services are efficient and adequate for today and tomorrow.

## General Public Facilities and Services

The City of Gilroy and other agencies and organizations maintain a variety of public facilities and provide many public services to meet the needs of residents and businesses. Policies in this section guide the overall provision of public facilities and services in Gilroy, as well as address general public facilities such as the Gilroy Civic Center.

## Goal PFS 1

Provide the highest level of public facilities and services feasible, consistent with the City's fiscal resources, to meet the needs of current and future residents and businesses.

### **PFS 1.1 Public Facilities and Development**

Develop a system of public facilities that will:

- a) support and encourage infill development and a contiguous pattern of land use and discourage premature development or over-development in the absence of necessary municipal improvements;
- b) minimize adverse impacts on the environment and adverse fiscal, economic, and social impacts on the community; and
- c) protect the health, safety, and general welfare of Gilroy's residents by providing a level of service consistent with the needs of individual neighborhoods. **MPSP** **SO**

### **PFS 1.2 Fiscal Implications of Land Use Decisions**

Carefully consider the fiscal implications of land use decisions that would result in service expansions to avoid significant negative fiscal impacts unless necessary to achieve other critical City objectives. **FB** **SO**

### **PFS 1.3 Capital Improvement Budget**

Maintain the Capital Improvement Budget (CIB) to ensure the implementation of the General Plan and the adequate and timely provision of public facility and municipal utility improvements. **MPSP** **FB**

### **PFS 1.4 Priority for Infrastructure Rehabilitation or Replacement**

Give high priority in capital improvement programming to funding rehabilitation or replacement of critical infrastructure that has reached the end of its useful life or has capacity constraints. **FB**

### **PFS 1.5 Infrastructure Theft Prevention**

Strive to reduce infrastructure theft and reduce the effects of vandalism through the planning, design, and construction of new facilities, and retrofit of existing facilities, where feasible. **SO**

### **PFS 1.6 Neighborhood Compatibility**

Locate public facilities in a manner that minimizes the adverse effects of noise, light, glare, or odors associated with these facilities. Require these facilities to use building and landscaping materials that are compatible with neighboring properties, to the extent practicable. **MPSP SO**

### **PFS 1.7 Public Facility Clustering**

Promote the clustering of public and quasi-public facilities (e.g., schools, parks, libraries, child care facilities), the joint-use of these facilities, and agreements for sharing costs and operational responsibilities among public service providers. **IGC SO**

### **PFS 1.8 Partnering**

Strive to partner or form joint ventures with commercial and nonprofit organizations to facilitate the development and operation of community facilities, programs and services. **JP IGC**

### **PFS 1.9 Volunteerism**

Encourage volunteerism to engage the community and ensure the continuation of City services that rely on volunteers. **SO**

### **PFS 1.10 Facility and Service Funding**

Ensure that new development bears the cost for incremental public facilities and services costs it generates. **MPSP**

### **PFS 1.11 Development Impact Fees**

Require applicants for new development to pay Development Impact Fees for traffic circulation, water, wastewater, storm water and public facilities to offset the costs of expanding these as detailed by the impact fee nexus study. **FB**

### **PFS 1.12 Civic Center Expansion**

Expand the Civic Center Complex as necessary to meet the City's long-term workspace needs. **SO**

## **Efficient Municipal Operations**

The City of Gilroy faces increased pressure to provide a wide variety of public facilities and services with increased efficiency. At the same time, there are greater expectations for the City to operate and manage facilities in a sustainable manner by reducing energy and

water consumption and the generation of waste. Policies in this section provide for efficient services throughout the city.

## Goal PFS 2

Operate public facilities and services in a sustainable manner that uses public revenues and resources efficiently.

### **PFS 2.1 High-Quality Service**

Continue to offer professional, high-quality service that meets the needs of residents and businesses. [SO](#)

### **PFS 2.2 Efficient, Cost-Effective Operations**

Continue to function efficiently in all operations and activities and use revenues in a cost effective manner. [SO](#)

### **PFS 2.3 Sustainable Practices**

Minimize the generation of waste and maximize recycling programs, energy efficiency and conservation, and environmental practices that reduce water, electricity and natural gas use, and vehicle fuel consumption. [SO](#)

### **PFS 2.4 Alternative Energy Sources**

Require the use of alternative energy sources in new services provided by City franchisees, whenever practicable. [SO](#)

### **PFS 2.5 Energy Efficient Buildings and Infrastructure**

Continue to improve energy efficiency of existing City buildings and infrastructure through efficiency improvements, equipment upgrades, and installation of clean, renewable energy systems. [SO](#)

### **PFS 2.6 Leadership in Energy and Environmental Design (LEED)**

Achieve the highest practicable LEED classification for all new public buildings. [SO](#)

### **PFS 2.7 Technology Use**

Continue to evaluate and invest in technological advances to enhance the performance of internal City operations and the delivery of public services. [SO](#)

## Water Supply and Delivery

Adequate water is essential for the basic operation of a city, and an efficient system is becoming even more essential as water becomes an increasingly scarce resource in California. The City of Gilroy provides water for residential, commercial, industrial, governmental, and fire suppression uses. The City owns, operates, and maintains its own water distribution system and relies solely on groundwater for its current supply. Policies in this section ensure existing and future residents a reliable water supply and encourage all water users to conserve this increasingly scarce resource.

### Goal PFS 3

Maintain the City's water system to meet the needs of existing and future development while improving water system efficiency.

#### **PFS 3.1 Water System Master Plan**

Maintain, implement, and update as necessary the Water System Master Plan to provide water facilities to meet existing and future customer needs. **MPSP**

#### **PFS 3.2 Urban Water Management Plan**

Maintain, implement, and update as necessary the Urban Water Management Plan, including water supply and water shortage contingency plans, to ensure the supply of water meets current and future customer demand. **MPSP**

#### **PFS 3.3 Water Agency Coordination**

Advocate with Valley Water, regional agencies, and other public and private entities to provide water for the existing community and future planned development. **MPSP IGC**

#### **PFS 3.4 New Technologies**

Support efforts to encourage the use of new technologies that reduce water use. **MPSP**

#### **PFS 3.5 Water Quality**

Ensure the provision of healthy, safe water for all users in Gilroy through facilities, policies, programs, and regulations. **MPSP RDR**

#### **PFS 3.6 Water Infrastructure**

Ensure that water infrastructure is in place or required in conditions of approval prior to approving new development. **RDR**

**PFS 3.7 Water System Reliability**

Focus major water system projects on improving water system reliability, and replace or repair water lines that are inadequate in size, unreliable, or whose replacement could improve long-term system efficiency. **SO**

**PFS 3.8 Water Conservation Standards**

Achieve a 20 percent reduction in per-capita water use from 2009 levels by 2020 consistent with the State’s 20x2020 Water Conservation Plan. **MPSP**

**PFS 3.9 Water Conservation Programs**

Coordinate with Valley Water to implement cost effective conservation strategies and programs that increase water use efficiency, including providing incentives for adoption of water efficiency measures. Water conservation strategies may include a combination of financial incentives, legislative actions, and public education. **MPSP**

## **Wastewater Collection, Treatment, and Disposal**

The City of Gilroy owns and operates the wastewater collection system that serves residential, commercial, and industrial users throughout the City, and discharges wastewater flows to the South County Regional Wastewater Authority (SCRWA) treatment plant located in the unincorporated area adjacent to the southerly city limits of Gilroy. The SCRWA is operated through a joint powers agreement that provides municipal waste treatment to the Cities of Gilroy and Morgan Hill. Wastewater at the SCRWA treatment plant is currently treated and discharged to either the recycled water system or to percolation ponds. The Gilroy collection system includes about 140 miles of sewer mains. Policies in this section provide for reliable sewer service for all residents and businesses through a cooperative effort between the City and SCRWA.

### **Goal PFS 4**

Maintain the City's wastewater collection, treatment, and disposal system to meet the needs of existing and future development anticipated in the Gilroy 2040 General Plan.

**PFS 4.1 Wastewater System Master Plan**

Maintain, implement, and update as necessary the Wastewater System Master Plan to provide wastewater facilities adequate to meet existing and future customer needs. **MPSP**

### **PFS 4.2 Wastewater Treatment and Disposal Capacities**

Provide for and maintain adequate wastewater treatment and disposal capacities to meet the needs of existing users and support the buildout of the Gilroy 2040 General Plan. **SO**

### **PFS 4.3 Timing and Location of Development**

Require that adequate wastewater treatment capacity is funded and in place prior to approval of new development. **SO RDR**

### **PFS 4.4 Effective Wastewater Treatment**

Provide treatment and disposal facilities that protect groundwater and other natural resources from contamination. **SO**

### **PFS 4.5 Lift Stations and Siphons**

Minimize and eliminate where feasible the need for lift stations and siphons. **SO**

### **PFS 4.6 Recycled Water**

Coordinate with Valley Water to continue to maximize the production and use of recycled water. **SO IGC**

### **PFS 4.7 Wastewater Treatment**

Maintain and operate wastewater treatment and water reclamation facilities in compliance with all applicable local, State and Federal clean water, clean air, and health and safety regulatory requirements. **SO**

### **PFS 4.8 Water Conservation**

Encourage water conservation and other programs which result in reduced demand for wastewater treatment capacity. **MPSP**

## **Storm Drainage**

Storm drainage systems are essential for the safe and efficient drainage of excess stormwater from streets, parking lots, roofs, and other non-permeable surfaces. Gilroy owns and operates the major storm drainage facilities that serve the City, and they consist of approximately 96 miles of pipelines ranging in size up to 84-inches in diameter. The City also owns and operates a single retention basin located at the Gilroy Sports Park. The City maintains approximately 150 outfalls that discharge stormwater runoff to canals and creeks that transect the City, generally from west to east. The watercourses ultimately discharge to the Pajaro River. Policies in this section promote construction of adequate storm drainage facilities and services.

## Goal PFS 5

Maintain an effective storm drainage system to accommodate runoff, prevent property damage due to flooding, and improve environmental quality.

### **PFS 5.1 Storm Drain Master Plan**

Maintain, implement, and update as necessary the Storm Drain Master Plan to provide for stormwater facilities adequate to meet existing and future customer needs. **MPSP**

### **PFS 5.2 Storm Collection System**

Provide and maintain a storm collection system to convey stormwater to creeks and channels and to reduce the potential for localized flooding. **SO**

### **PFS 5.3 Green Infrastructure**

Require on-site stormwater management system (i.e. "green infrastructure") design and Low Impact Development (LID) techniques per the City's adopted stormwater requirements to preserve and create open space, improve runoff water quality, and decrease runoff volume. **MPSP**

### **PFS 5.4 Stormwater Inspection**

Require new development to be responsible for the funding of a post-construction inspection of stormwater facilities. **RDR**

### **PFS 5.5 Rainwater Harvesting**

Encourage the use of rainwater harvesting facilities, techniques, and improvements where cost effective, safe, and environmentally sustainable. **RDR**

**MPSP**

## **Solid Waste and Recycling**

The City of Gilroy provides weekly solid waste and recycling collection and disposal services through a franchise agreement with a private company. Waste is briefly held at the San Martin transfer station until it is transported to a landfill or a material recovery facility. As of 2013, Gilroy residents produce an average of 4.5 lbs of waste per person per day. This is less than the amount generated in 2008 (5.0 lbs per person per day), but there is still more Gilroy can do to reduce the amount of waste it generates. Policies in this section support a wide range of programs to reduce and divert waste from landfill, provide for increased recycling opportunities, increase participation in recycling services offered to residents and businesses, and support the recycling of construction debris. These policies promote sustainability because recycling reduces greenhouse gas emissions through energy savings and reduced need for landfills.

### Goal PFS 6

Reduce the amount of waste entering regional landfills through an effective waste management program.

#### **PFS 6.1 Mandatory Collection**

Continue to require weekly solid waste collection throughout the city. **RDR**

#### **PFS 6.2 Adequate Service**

Monitor solid waste and recycling services franchisee to ensure that services provided are adequate to meet the needs of the community and to meet the provisions of the City's franchise agreement. **MPSP SO**

#### **PFS 6.3 Solid Waste Diversion**

Comply with State goals regarding reduction of solid waste disposal, including calculated disposal rate standards. **MPSP**

#### **PFS 6.4 Recycling**

Reduce the volume of material sent to solid waste sites by maintaining recycling programs and encouraging the participation of all residents and businesses. **MPSP PI**

#### **PFS 6.5 Source Reduction**

Reduce the volume of disposed waste by encouraging efforts to decrease consumption; reduce material weight and volume; reuse products and materials; and increase the durability of products and materials. **MPSP PI**

#### **PFS 6.6 Municipal Waste Reduction**

Reduce municipal waste generation by continuing to employ a wide range of innovative techniques, including electronic communications to reduce paper usage and buying products with less packaging or in bulk, where feasible. **SO**

#### **PFS 6.7 Recycled Products or Processes for Capital Projects**

Continue and expand the use of recycled products or recycling processes whenever practicable. **SO**

#### **PFS 6.8 Disposable, Toxic, or Non-Renewable Products**

Reduce the use of disposable, toxic, or nonrenewable products in City operations. **SO**

#### **PFS 6.9 Construction and Demolition Waste Recycling**

Continue to require demolition, remodeling, and major new development projects to salvage or recycle asphalt and concrete and all other nonhazardous construction and demolition materials to the maximum extent practicable. **RDR**

### **PFS 6.10 Regional Coordination**

Coordinate with and support regional efforts to develop and implement effective waste management strategies. **IGC**

## **Streets**

Gilroy's roadway network is essential for the safe and efficient movement of people and goods. Roadways consist of the street, curbs, gutters, sidewalks, and street trees. Policies in this section are designed to provide safe, well-maintained roadways for Gilroy's road users.

### **Goal PFS 7**

Construct and maintain roadways that serve all users.

#### **PFS 7.1 Road Maintenance**

Maintain roadways to allow for the safe travel of all vehicles, pedestrians, and bicyclists. Emphasize preventative maintenance to reduce costs associated with roadway replacement. **SO**

#### **PFS 7.2 Sidewalk Maintenance**

Maintain sidewalks to encourage walking and provide safe facilities for pedestrians. **SO**

#### **PFS 7.3 Sidewalk Network**

Construct new sidewalks to fill in gaps in the existing sidewalk network, as funding allows. **SO**

#### **PFS 7.4 Curbs and Gutters**

Require new streets to have curbs, gutters, and storm drainage facilities to collect and remove water from Gilroy's streets, with the exception of well-designed, pedestrian-friendly curbless streets that use alternative means of collecting stormwater. **RDR**

#### **PFS 7.5 Street Trees**

Strive to line the City's streets with trees so that they become enjoyable and beautiful spaces, creating a rich "urban forest" for the enjoyment of future generations. Tree species should be selected that will provide a canopy of shade and have root systems that will not cause sidewalk buckling and other damage, to the extent practicable. **RDR SO**

## Utilities

Electric, gas, and telecommunication utilities are necessary for Gilroy's businesses and homes to function. In addition, cities need to be on the cutting edge of new telecommunications technologies to attract and retain new businesses. Gilroy also needs to reduce its energy consumption to help ensure a sustainable and healthy future. Policies in this section provide for the safe and efficient provision of electric, gas, and telecommunication utilities.

### Goal PFS 8

Provide for the current and future energy and telecommunications needs of Gilroy.

#### **PFS 8.1 Provision of Utilities**

Work with public, quasi-public, and private utility providers as practicable to provide adequate levels of service to city residents. **IGC** **JP**

#### **PFS 8.2 Coordination with Utility Providers**

Coordinate with energy providers in the siting and design of gas and electric facilities to minimize environmental, aesthetic, and safety impacts. **IGC** **JP**

#### **PFS 8.3 Co-Location**

Encourage compatible co-location of telecommunication facilities and work with service providers to site telecommunications facilities on City-owned property or public rights-of-way. **RDR** **JP**

#### **PFS 8.4 Energy Conservation**

Reduce energy consumption by encouraging the use of green building technologies, supporting the use of alternative energy sources, and disseminating public information regarding energy conservation techniques.

**MPSP** **PI**

#### **PFS 8.5 Undergrounding**

Require the undergrounding of utilities in areas of the City undergoing redevelopment or significant construction. Continue to require the undergrounding of utilities in areas of new development. **JP**

#### **PFS 8.6 Communications Master Plan**

Maintain and update the Communications Master Plan, which provides a framework to guide the evaluation, planning, implementation, and management of the City's communications infrastructure. **MPSP**

**PFS 8.7 Telecommunication Technologies**

Support the implementation of telecommunication technologies to attract new businesses and meet the changing communication needs of City residents and businesses. **JP**

**PFS 8.8 City Wireless Systems**

Maintain and enhance the coverage and bandwidth of the wireless network, which provides free wireless data service to residents, businesses, and visitors. **SO**

**PFS 8.9 Fiber Optic Cable Access**

Continue to explore opportunities to expand the city’s fiber optic infrastructure, consistent with the Communications Master Plan. **JP**

**PFS 8.10 Outdoor Lighting and Energy Efficiency**

Select outdoor lamps and light fixtures that maximize energy efficiency, provide effective lighting, and are compatible with the neighborhood context. **SO**

**PFS 8.11 Light Pollution and Glare**

Require that light sources and fixtures be selected, designed, and located to minimize light pollution and glare. **SO**

## Law Enforcement

The City of Gilroy Police Department provides police protection services in Gilroy and helps make residents and visitors safer from property and violent crime. The policies in this section are designed to enhance the services of the Gilroy Police Department and to foster strong community partnerships. The policies address staffing levels, police facilities and equipment, and community relations.

### Goal PFS 9

Provide excellent public safety services in partnership with the community.

**PFS 9.1 Police Strategic Plan**

Maintain, implement, and update as necessary the Police Strategic Plan to ensure contemporary policing practices are employed to meet existing and future community safety needs. **MPSP**

**PFS 9.2 Standards of Service**

Provide and maintain police services that are adequate in staffing, equipment, and resources to respond to emergencies and calls for service as the city continues to grow. Measurable standards of levels of service shall be established

by the City Council in the biennial budget and be aligned with National Best Practices. City staff shall annually report on actual performance compared against the established standards. **MPSP**

### **PFS 9.3 Development Review**

Include the Police Department in the review of development proposals to ensure that crime and safety issues are consistently addressed in the review of new development. Such review shall promote the implementation of Crime Prevention Through Environmental Design principles. **RDR**

### **PFS 9.4 Graffiti**

Eliminate graffiti by removing it as soon as practicable. **SO**

### **PFS 9.5 Community Engagement**

Provide outreach, education, and resources to organizations (e.g., volunteers in policing, the Gilroy Police Foundation, and neighborhood groups) on the topics of revitalization and community safety. **PI**

### **PFS 9.6 Police Communication**

Maintain close ties and open lines of communication with the community. **PI**

### **PFS 9.7 Future Police Officers**

Provide programs to introduce young people to a career in law enforcement. **PI**

## **Fire Protection and Emergency Medical Services**

The Gilroy Fire Department provides fire protection and emergency response services to the Gilroy community. The Gilroy Fire Department maintains three operating stations, each housing a fire engine captain, one fire engineer, and one firefighter/paramedic, as of September 2020. Policies in this section provide for coordinated fire protection and emergency medical services that serve all areas of the city and support the needs of Gilroy residents and businesses.

### **Goal PFS 10**

Provide for public health and safety by offering high quality fire and emergency-response services.

#### **PFS 10.1 Standards of Service**

Provide and maintain fire services that are adequate in staffing, equipment, and resources to respond to emergencies and calls for service as the city continues to grow. Measurable standards of levels of service shall be established by the

City Council in the biennial budget and be aligned with National Best Practices. City staff shall annually report on actual performance compared against the established standards.

**PFS 10.2 First Response Services**

Continue to provide first-response medical emergency services and advanced life support. **SO**

**PFS 10.3 Development Review**

Under the direction and authority of the Fire Chief, the Fire Marshall shall review of development proposals to ensure that projects adequately address fire access and building standards. **RDR**

**PFS 10.4 Optimal Siting**

Require that fire stations are strategically located to provide optimal response time in accordance with Standards of Cover and industry best practice. **SO**

**PFS 10.5 New Development**

Continue to require that new development provides all necessary water service, fire hydrants, and roads consistent with Fire Department standards. **RDR**

**PFS 10.6 Sprinklers**

Continue to require installation of sprinklers in all new buildings in accordance with the California Fire Code. **RDR**

**PFS 10.7 Inspections**

Ensure the continued compliance with City and State fire and life safety regulations by conducting periodic inspections. **RDR**

**PFS 10.8 Fire Access Design and Building Materials**

Require all new development to include use of fire-resistant landscaping and building materials and adequate access for fire equipment. **RDR**

**PFS 10.9 Fire Safety Education**

Maintain and implement a fire prevention and safety education program for Gilroy residents and businesses. **PI**

## **Educational Facilities**

The city of Gilroy is served by the Gilroy Unified School District (GUSD), which has elementary, middle, and high schools within the Gilroy Planning Area when the General Plan was completed in 2020. In addition, there are several private schools in Gilroy and one charter school. Gavilan College provides community college level education services. Policies in this section support the development of new schools to serve both established

and new neighborhoods. The policies support expanded opportunities for life-long learning, enabling Gilroy's residents to obtain skills to meet the needs of evolving business sectors.

### Goal PFS 11

Provide Gilroy residents with access to excellent educational facilities and programs that are well integrated into the surrounding neighborhoods.

#### **PFS 11.1 Gilroy Unified School District Partnership**

Continue to coordinate with the GUSD to establish areas of agreement for the shared use, maintenance, and development of facilities for community recreational use at existing and future school sites. **IGC**

#### **PFS 11.2 Gavilan College Partnership**

Consider expanding the partnership between the City and Gavilan College to allow for greater community use of college facilities. **IGC**

#### **PFS 11.3 Reinforce Educational Values**

Reinforce the educational values as expressed in the Gilroy Unified School District Mission Statement through the policies and actions of the City in relation to educational facilities and community development. **IGC**

#### **PFS 11.4 School Impact Fees**

Continue to collect new development fees as established by the GUSD, in accordance with State law. **RDR**

#### **PFS 11.5 Inter-Agency Cooperation**

Continue to cooperate with Gilroy Unified School District, Gavilan College, Santa Clara County Office of Education, and other educational organizations. Hold regular joint meetings to coordinate long-range planning, discuss development decision making, and address issues of common concern. **IGC**

#### **PFS 11.6 School Sites**

Coordinate with developers and GUSD to provide high quality school sites (based on size, location, and terrain). In areas of new residential development, ensure that sites are identified as a condition of development approval and incorporated as part of the Neighborhood District planning process. Site location considerations include adjacency to planned open-space corridors, neighborhood park sites, and bike and pedestrian pathways. **IGC RDR**



**PFS 11.7 Libraries**

Continue to coordinate with the Santa Clara County Library District to help them provide library facilities and services to meet the educational needs of Gilroy residents. **IGC**

## Implementation Programs

Table 6-1: Public Facilities and Services Implementation Programs	2021-2023	2024-2028	2029-2040	Annual	Ongoing
<p><b>1. Capital Improvement Budget</b>                      Update the Capital Improvement Budget biannually to prioritize facility improvements for water, wastewater, stormwater, traffic, and public facilities based on facility master plans.</p> <p><b>Implements Policy:</b> PFS 1.3  <b>Responsible Department:</b> Public Works</p>				X	X
<p><b>2. Impact Fees</b>                      Review and update the water, wastewater, stormwater, traffic, and public facilities nexus studies and impact fee schedules when master plans are updated, to ensure that public facilities and services required by new development are paid for by those developments.</p> <p><b>Implements Policy:</b> PFS 1.11  <b>Responsible Department:</b> Public Works</p>				X	
<p><b>3. Civic Center Master Plan</b>                      Review and update the Civic Center Master Plan as needed in keeping with the projections, goals, and policies of the General Plan.</p> <p><b>Implements Policy:</b> PFS 1.12  <b>Responsible Department:</b> Public Works</p>		X	X		
<p><b>4. Urban Water Management Plan</b>                      Review and update the Urban Water Management Plan at least every five years, as required by the Urban Water Management Planning Act.</p> <p><b>Implements Policy:</b> PFS 3.2  <b>Responsible Department:</b> Public Works</p>		X	X		
<p><b>5. Long-Term Wastewater Planning</b></p>				X	

**Table 6-1: Public Facilities and Services Implementation Programs**

	2021-2023	2024-2028	2029-2040	Annual	Ongoing
<p>Provide information to the SCRWA for annual monitoring reports to reflect current conditions and projections. Use the monitoring reports to guide service expansion and improvements.</p> <p><b>Implements Policy:</b> PFS 4.1</p> <p><b>Responsible Department:</b> Public Works</p>					
<p><b>6. Communications Master Plan</b> Create and implement a Communications Master Plan.</p> <p><b>Implements Policy:</b> PFS 8.6</p> <p><b>Responsible Department:</b> Information Technology Department</p>	X				x
<p><b>7. Police Strategic Plan</b> Review and update the Police Strategic Plan as needed to reflect current conditions and projections.</p> <p><b>Implements Policy:</b> PFS 9.1</p> <p><b>Responsible Department:</b> Police Department</p>					x
<p><b>8. Anti-Graffiti Program</b> Eliminate graffiti by providing recycled paint for abatement, organizing volunteers to paint over graffiti, and providing a phone number for reporting graffiti.</p> <p><b>Implements Policy:</b> PFS 9.5</p> <p><b>Responsible Department:</b> Police Department</p>					X
<p><b>9. Neighborhood Resource Unit</b> Continue to implement the Stop Trespassing on Public/Private Property (STOP) program and assist neighborhood groups in grant applications for community building and quality of life projects.</p> <p><b>Implements Policy:</b> PFS 9.6</p> <p><b>Responsible Department:</b> Police Department</p>					X

<b>Table 6-1: Public Facilities and Services Implementation Programs</b>	2021-2023	2024-2028	2029-2040	Annual	Ongoing
<p><b>10. Citizen Police Academy</b>                      Provide residents with an inside look at the Gilroy Police Department to foster a better understanding between the Department and the community. Participants shall meet Police personnel and experience some of the duties these officers have.</p> <p><b>Implements Policy:</b> PFS 9.7  <b>Responsible Department:</b> Police Department</p>					X
<p><b>11. Police Explorers</b>                      Offer opportunities for youth ranging in age from 14 to 20 years to gain the information and experience necessary to determine if a career in law enforcement is right for them. Activities include ride-a-longs with officers and assistance in records, crime analysis, communications, and other areas of the department.</p> <p><b>Implements Policy:</b> PFS 9.7  <b>Responsible Department:</b> Police Department</p>					X
<p><b>12. Meetings with Educational Organizations</b>                      Facilitate an annual meeting with representatives from the Gilroy Unified School District, Gavilan College, Santa Clara County, and other educational organizations as necessary to achieve the goals and policies of the General Plan.</p> <p><b>Implements Policy:</b> PFS 11.5  <b>Responsible Department:</b> Community Development</p>				X	

**Table 6-1: Public Facilities and Services Implementation Programs**

	2021-2023	2024-2028	2029-2040	Annual	Ongoing
<p><b>13. Fire Strategic Plan</b> Develop, maintain, and implement the fire strategic plan to ensure contemporary practices are being employed to meet existing and future community emergency services needs.</p> <p><b>Implements Policy:</b> PFS 10.2 <b>Responsible Department:</b> Fire Department</p>					X
<p><b>14. Standards of Cover Performance Measures</b> Continue to improve compliance and measure performance with Standards of Cover deployment methodologies for fire distribution, unit utilization, and concentration for an Effective Response Force (ERF).</p> <p><b>Implements Policy:</b> PFS 10.1 <b>Responsible Department:</b> Fire Department</p>					X
<p><b>15. Emergency Preparedness Implementation</b> Continue to work with the Community Development Department to implement a vision for fire safe construction, emergency vehicle travel and access, occupant egress, and fire protection systems placement that maximizes current staffing levels.</p> <p><b>Implements Policy:</b> PFS 10.5 <b>Responsible Department:</b> Fire Department</p>					X
<p><b>16. Community Engagement and Outreach</b> Work with the community on safety education in support of Community Emergency Response Teams (CERT), citizens/youth academies or Explorer programs.</p> <p><b>Implements Policy:</b> PFS 10.9 <b>Responsible Department:</b> Fire Department</p>			X		X

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7

# **Parks and Recreation**




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## Introduction

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. Gilroy has won several park design awards from the California Park and Recreation Society, including awards for Christmas Hill Park (home of the Garlic Festival), Las Animas Park, San Ysidro Park, and El Roble Park. In 2013 the City of Gilroy Recreation Department received an Award of Excellence from the California Park and Recreation Society for the Christopher High School Aquatic Center, which was a joint project between the City of Gilroy and the Gilroy Unified School District. 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.

## Parks and Recreation Definition and Facility Classification System

The Land Use Element and the Land Use Diagram include the Parks and Recreation land use designation which identifies existing developed parklands. Sites for new parks that will be required to serve future development are not yet identified, pending further planning for the new development areas. Such future parks will be identified on the Land Use Diagram with the symbol , which represents a "floating" designation intended to indicate a general area within which a park site will likely be located.

The Parks and Recreation Master Plan provides much greater detail regarding the city's existing and future parks and recreation system. The following is a description of the various park and recreation facilities, including park facilities; historic and cultural facilities; and visual and performing arts facilities.

### **MINI-PARK**

Mini-parks can have a visual value by providing a green space in the urban landscape. If seating is included, mini-parks can also be a social gathering place, particularly in areas of high activity or population density.

**Size:** 1 acre or smaller

### **NEIGHBORHOOD PARK**

Neighborhood parks are the basic unit of the park system and serve as the traditional urban recreational and social focus of the neighborhood. Neighborhood parks should serve as extensions of the residential fabric, allowing for recreational and social activities that cannot be accommodated in residential yards due to size or density limitations. They should be designed for both active and passive recreation activities tailored to the specific needs of the neighborhood, and should address the needs of all age groups and physical abilities. Park design should be special and unique and enhance neighborhood and community identity. Park features that create a community-wide "destination" should not be included in a neighborhood park. Restrooms, off-street parking, and lighted recreation facilities would generally not be considered for neighborhood parks because they encourage park use by those beyond the intended service area. However, such facilities may be considered if specific park program needs dictate.

**Size:** 1 to 10 acres

### **NEIGHBORHOOD/SCHOOL PARK**

The neighborhood/school park is similar in size and function to a neighborhood park, but is located immediately adjacent to a school. Some of the recreational functions can be combined with the school site, such as hard courts, sports fields, and play areas, to maximize efficient use of resources. As part of the park master planning process, scheduling and use allocations need to be determined to minimize scheduling conflicts between school and neighborhood use of facilities and to coordinate operations issues such as maintenance.

**Size:** 2 to 10 acres

### **COMMUNITY PARK**

Community parks focus on meeting the recreational needs of the community-at-large. They allow for group activities and other recreational pursuits that are not recommended at neighborhood parks. While community parks also often meet the needs of neighborhoods, frequently community parks are "destination" parks with special facilities,

such as lighted sports fields, amphitheaters, and gymnasiums that serve the entire community. Restrooms, off-street parking, night lighting of facilities, and other active recreation facilities are typical park elements that encourage higher levels of public use and longer user-days when compared to neighborhood parks. In addition, community parks may have unique landscape features that enhance community identity.

**Size:** 20 acre minimum

### **COMMUNITY/SCHOOL PARK**

The community/school park is similar in size and function to a community park but is located immediately adjacent to a school. Some of the recreational functions can be combined with the school site, such as hard courts, sports fields, play areas, and off-street parking, to maximize efficient use of resources. Restrooms, off-street parking, night lighting, and other active recreation facilities can also be found at community/school parks. As part of the park master planning process, scheduling and use allocations need to be determined to minimize scheduling conflicts between school and community use of facilities and to coordinate operations issues such as maintenance.

**Size:** 20 acre minimum

### **PARK PRESERVE**

The primary purpose of the park preserve is to protect unique natural resources while providing for compatible, limited public recreation use. Passive recreational uses (e.g., hiking, nature appreciation, and picnicking) that are not in conflict with resource protection are encouraged. Natural resource open space areas that do not allow for compatible public recreation use would not qualify as a park preserve and would not be included in the park land classification system.

**Size:** No minimum or maximum size

### **TRAILS/LINEAR PARKWAYS**

Trails and linear parkways offer opportunities for recreation while connecting various areas of the City, as well as parks and park preserves. Trails serve as part of a regional trail network and connect to the City's on-street bicycle route system for recreational use as well as providing a means of alternative transportation. Walking trails within a park or park preserve are not a trail/linear parkway, except that major connecting trails in parks, and park preserves would include trail route identification and would be included in total City trail mile calculations.

**Size:** No minimum or maximum length

### **SPORTS PARK**

Sports Parks focus on active recreational facilities, especially for organized sports. Consolidation of multiple sports fields at one location allows for efficiencies of



maintenance and scheduling. With a focus on active sports, sports parks do not have all of the amenities of community parks.

**Size:** 20 acre minimum

### **SPECIAL USE FACILITY**

Special use facilities meet citywide recreational needs and are not necessarily located in parks. Special use facilities generally meet a specific recreation or cultural function and do not fall into one of the other classification categories. Multipurpose uses should be encouraged, provided that additional uses do not conflict with the intended special use. Existing special use facilities in the City include the Ascension Solorsano School Gymnasium, the Gilroy Golf course, Gilroy Historic Museum, Senior Center, Wheeler Community Center, Willey Cultural Center, Gilroy Community Youth Center, Aquatics Center at Christopher High School, and the Ranch Site Environmental Center.

**Size:** Depends on facility

## **Park Development and Maintenance**

A wide variety of parks serve Gilroy residents. The Gilroy parks system includes four community parks (Christmas Hill Park/CHP Ranch Site Area, Las Animas Park, and Hecker Pass Park), eight neighborhood parks (Sunrise Park, Carriage Hills, Farrell Avenue, Miller, Village Green, Los Arroyos, Cydney Casper and San Ysidro), four neighborhood/school parks (El Roble Park, Carriage Hills, Rainbow, and Del Rey), three mini parks (Butcher Park, Forest Street, and Renz), two sports parks (Gilroy Sports Park and Gavilan Sports Park), miles of trails, and many other recreational and special use facilities. Policies in this section provide for the maintenance and development of parkland and park facilities.

### **Goal PR 1**

Provide a comprehensive and coordinated system of convenient, attractive, and high-quality parks to meet the current and future recreation needs of Gilroy residents.

#### **PR 1.1 Complete System**

Develop and maintain a complete system of parks that provide opportunities for both passive and active recreation. **MPSP** **SO**

#### **PR 1.2 Healthy Community**

Encourage Gilroy residents to be healthier and more active by providing park and recreation facilities to meet the needs of all residents. **MPSP** **SO**

### **PR 1.3 Parks and Recreation System Master Plan**

Maintain and implement the Parks and Recreation System Master Plan to guide the planning, design and implementation of a citywide system of parks and recreation facilities and programs, including cultural and other special use facilities. **MPSP**

### **PR 1.4 Park Land Standard**

Maintain the City's established standard of five acres of developed park land per thousand population.

- a) This standard includes neighborhood/school parks, community and community/school parks, sports parks, trails/linear parkways, and special use facilities (see *Park and Recreation Definition and Facility Classification System* above).
- b) Park preserves and limited active recreation use areas are valued at five percent of their total acreage toward meeting this standard.
- c) Golf courses, non-accessible open spaces, and private recreational facilities are not included in this standard. School lands are not included unless there is a long-term lease agreement for their use as City recreational facilities.

**SO RDR**

### **PR 1.5 Facilities and Services Timing**

Ensure that the development of parks, trails, and community and recreation facilities and services keeps pace with development and growth within the city.

**MPSP SO**

### **PR 1.6 Open Space Areas**

Open space areas in new development with natural or wildlife value, not including parks and recreation facilities, should be owned and maintained by a homeowner's association or other private or non-profit entity. Such areas shall not be dedicated for inclusion in the city parks and recreation system, due to public safety, access and maintenance costs. **SO MPSP**

### **PR 1.7 Residential Development Project Review**

Review all new residential development projects for consistency with the Parks Master Plan. **RDR**

### **PR 1.8 Park Land Dedication**

Require developers of new residential subdivisions to dedicate land for development of parks and recreation facilities, which may include cultural facilities, to serve the subdivision, neighborhood, and community. At the City's

discretion, the developer may pay fees in lieu of dedication to assist in land acquisition and facility development in other locations. **SO** **RDR**

**PR 1.9 Public Parkland Preservation**

Require that any public parkland converted to non-recreational uses is replaced in-kind to serve the same neighborhood, consistent with California's *Public Park Preservation Act of 1971*. **RDR** **MPSP**

**PR 1.10 Facility Distribution**

Strive to establish new parks and recreation facilities throughout the community so that a park or park facility is within walking distance of all residents. **RDR** **SO**

**PR 1.11 Parks as Buffers**

Consider the use of parks or recreational corridors as buffers between incompatible land uses **SO**

**PR 1.12 Physical Access**

Ensure that all facilities and parks comply with State and Federal accessibility codes and standards, such as those established by the Americans with Disabilities Act (ADA) and California Building Standards Code. **SO**

**PR 1.13 Gated Residential Developments**

Public parks and recreation facilities shall only be located within privately gated residential developments if public access and use of the facilities is unrestricted. **SO** **RDR**

**PR 1.14 Recreation Facilities in New Development**

Encourage the provision of public and private recreation facilities in residential developments, especially publicly accessible, privately maintained facilities. Consider public accessibility and the establishment of sustainable funding for maintenance costs before accepting public recreation facility dedications. **SO**  
**RDR**

### **PR 1.15 Alternative Financing Methods**

Consider additional financing methods to support implementation of parks and recreation facility improvements and ongoing maintenance, including grants, joint use agreements, private donations, corporate sponsorships, endowments, in-kind services, user fees, bonding, and establishment of special districts. **FB**

### **PR 1.16 Development of Public Parks**

Planning for the development of public park lands in proximity to residential development should take into consideration the need for preservation of the privacy, security, and maintenance of the adjacent residential property. Whenever practicable, a roadway or other means to provide a separation between parks and adjacent residential properties shall be employed. **MPSP**

### **PR 1.17 Public Street Frontage**

Provide maximum practicable public street frontage for public parks, trails, and recreation and cultural facilities. Land use adjacencies that compliment public use and sustainability, and incorporate design for public safety, should be encouraged. **RDR**

### **PR 1.18 Community Gardens on Public Lands**

Explore opportunities to create community gardens on surplus public lands where adequate separation from adjacent residential properties can be established, and for which sustainable funding mechanisms are established to pay for maintenance and the cost of services (e.g., water). **PSR**

### **PR 1.19 Public Connections**

Encourage new developments to include visible, public connections to parks, trails, and recreation facilities when such public access would improve the connections for current and future users. **RDR**

### **PR 1.20 Interconnect Public Parks**

Strive to connect parks to one another and to the communities they serve through a series of interconnected trails and bike lanes. **MPSP**

### **PR 1.21 Private Agreements with City**

Encourage developers and property owners to enter into formal agreements with the City to maintain trails adjacent to their properties. **JP**

### **PR 1.22 Parks and Recreation Facility Design**

Ensure that the design of parks and recreation facilities are consistent with best practices and standards for facility design. **RDR**

**PR 1.23 Alternative Financing Methods**

Consider additional financing methods to support implementation of public art and funding for ongoing maintenance, including grants, joint use agreements, private donations, corporate sponsorships, endowments, in-kind services, user fees, bonding, establishment of special districts, and fees on new development.

**FB**

## Recreational and Cultural Programs

The City of Gilroy provides an extensive menu of recreational and cultural programs. Gilroy residents can participate in sports, dance, music, art, computer, games, education, swimming, and fitness programs. Many of these programs are offered in one of Gilroy's recreation facilities, including the San Ysidro Youth Center, Museum, Cultural Center, Senior Center, and Wheeler Community Center. The recreational and cultural programs improve the health and overall well-being of Gilroy residents. Policies in this section provide for the maintenance and expansion of Gilroy's recreational and cultural programs.

### Goal PR 2

Support recreational and cultural programs that promote wellness, fun, lifelong learning, skill development, personal enrichment, and positive relationships.

**PR 2.1 Recreational Needs**

Provide recreation facilities and programs that are responsive and accessible to the diverse cultures and age groups that comprise the Gilroy community. **SO**

**PR 2.2 Financial Access**

Provide partial subsidies of some recreation programs depending on the user group and facility type. User fees should be charged for use of some facilities and participation in many recreation programs, but fee rates shall be affordable so that most residents are not excluded for financial reasons. **SO**

**PR 2.3 Youth Recreation Scholarships**

Support fundraising efforts for the Youth Recreation Scholarship program to provide financial support for qualifying families who want to participate in public recreation programs but are unable to due to economic constraints. **SO**

**PR 2.4 Youth Partnerships**

Encourage partnerships with community groups that can assist with outreach to youth populations, including the South County Youth Task Force, non-profit organizations, faith-based organizations, and public safety agencies. These

partnerships can provide much needed community resources and non-traditional recreational programs to at-risk and disengaged youth. **SO**

**PR 2.5 Senior Services**

Continue to provide services for Gilroy’s senior population and support the Senior Center. **SO**

**PR 2.6 Activity Guide**

Encourage Gilroy residents to participate in recreational and cultural programs by publishing a listing of all recreational programs, activities, and special event offerings. **PI**

**PR 2.7 Public Awareness of the Arts**

Encourage Gilroy residents to participate in cultural activities and events through a variety of media outlets. **PI**

**PR 2.8 Public Art**

Encourage public and private efforts to install public art in public facilities, parks, and other public areas while considering long-term maintenance costs to the taxpayer. **JP**

## Community Support and Partnerships

The City of Gilroy is responsible for parks and recreation in Gilroy, but it relies on partnerships with non-profit organizations, the private sector, and the Gilroy Unified School District to meet the recreational and cultural needs of its residents. Policies in this section provide for the continuation and enhancement of existing community partnerships while developing new partnerships to strengthen Gilroy’s parks and recreation offerings.

### Goal PR 3

Coordinate with local and regional organizations and agencies to provide the highest quality parks and recreation facilities and programs to Gilroy residents.

**PR 3.1 Partnerships with Nonprofit Organizations**

Coordinate with non-profit organizations that can assist in:

- a) Providing recreation programs;
- b) Reaching populations that could benefit from but do not regularly participate in recreation programs;
- c) Fundraising for facilities and program development; and
- d) Operating special use facilities. **SO JP**

**PR 3.2 Private Sector Services and Partnerships**

Develop public/private partnerships where such collaborations are beneficial to the community. Examples of potential partnerships include:

- a) Concessions and leases of public facilities to private organizations;
- b) Leasing of private facilities for the operation of City programs;
- c) Private donations and sponsorship of public facilities and programs; and
- d) Contract maintenance services. **SO JP**

**PR 3.3 Partnerships with Local and Regional Public Agencies**

Identify opportunities to expand partnerships with local and regional public agencies that can assist in providing recreational facilities and programs, including Santa Clara County Parks, California State Parks, Valley Water, Santa Clara County Open Space Authority, Bay Area Ridge Trail Council, City of Morgan Hill, Gilroy Unified School District, Gavilan College, and the Gilroy Police Department. **SO IGC**

**PR 3.4 Joint Use Facilities**

Continue to coordinate with the Gilroy Unified School District to establish areas of agreement for shared use, maintenance, and development of facilities for community recreation use at existing and future school sites. **IGC**

## Implementation Programs

Table 7-1: Parks and Recreation Implementation Programs	2021-2023	2024-2028	2029-2040	Annual	Ongoing
<p><b>1. Parks and Recreation System Master Plan</b>                      Review and update the Parks and Recreation System Master Plan every ten years to reflect current conditions and community needs. Use the Parks and Recreation System Master Plan to guide the maintenance and addition of parks and recreation facilities and services. The Master Plan review shall:</p> <ul style="list-style-type: none"> <li>a) Evaluate progress in implementing recommended projects;</li> <li>b) Verify accuracy of population and land use projections;</li> <li>c) Adjust capital projects funding based on identified additional funding sources and unforeseen opportunities; and</li> <li>d) Review user needs at all parks and facilities and provide appropriate responses through specific facility or park master plan revisions. Review and adjust operations and maintenance budgets including cost recovery goals.</li> <li>e) Identify private property that abuts existing and planned trails and consider creative methods in which the City may enter into formal trail maintenance agreements with property owners.</li> </ul> <p><b>Implements Policy:</b> PR 1.3  <b>Responsible Department:</b> Recreation Department</p>		X	X		

Table 7-1: Parks and Recreation Implementation Programs	2021-2023	2024-2028	2029-2040	Annual	Ongoing
<p><b>2. Recreation Activity Guide</b>            Maintain and implement an activity guide for recreation programs, leagues, and special events at a minimum of two times per year.</p> <p><b>Implements Policy:</b> PR 2.5</p> <p><b>Responsible Department:</b> Recreation Department</p>					X



## **Natural and Cultural Resources**



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### **Introduction**

Gilroy's location in the southern Santa Clara Valley, surrounded by hills, streams, and agriculture, is one of the many reasons that residents love living here. Gilroy has a proud, multi-cultural heritage that spans centuries. These sensitive natural and cultural resources are critical to Gilroy's vibrancy and prosperity, and therefore deserve protection. The Natural and Cultural Resources Element establishes goals, policies, and programs to preserve and enhance Gilroy's natural areas, plant and wildlife habitats, wetlands and streams, scenic views, and historic or culturally significant resources.

### **Natural Resource Conservation**

The planned urban area of Gilroy includes some undeveloped natural areas, but primarily contains developed properties, productive agricultural lands, and landscaped ornamental areas such as parks and residential yards. Grasslands, oak woodlands, and major riparian corridors (such as Llagas Creek and Uvas Creek) make up much of the natural areas found in and near Gilroy. Conservation and protection of Gilroy's remaining natural resources are integral to not only a healthy ecosystem but also to a healthy human community. Policies in this section guide the location, design, and quality of future development to protect important biological resources such as open space corridors and habitats supporting native plants and wildlife.

### **18 special-status covered species**

- Bay checkerspot butterfly
- California tiger salamander
- California red-legged frog
- foothill yellow-legged frog
- western pond turtle
- western burrowing owl
- least Bell's vireo
- tricolored blackbird
- San Joaquin kit fox
- Tiburon Indian paintbrush
- coyote ceanothus
- Mount Hamilton thistle
- Santa Clara Valley dudleya
- fragrant fritillary
- Loma Prieta hoita
- smooth lessingia
- Metcalf Canyon jewelflower
- most beautiful jewelflower

The Santa Clara Valley Habitat Plan is a combined Habitat Conservation Plan and Natural Community Conservation Plan incorporating the southern portion of Santa Clara County, including the cities of Gilroy, San Jose, and Morgan Hill. Other partners and permittees of the Habitat Plan include the County of Santa Clara, Valley Water, and Santa Clara Valley Transportation Authority. The Habitat Plan was developed in association with the U.S. Fish and Wildlife Service, California Department of Fish and Wildlife, and Santa Clara Valley Open Space Authority. It provides a framework to protect, enhance, and restore natural resources in many areas of Santa Clara County, while improving and streamlining the environmental permitting process for impacts to threatened and endangered species.

The Habitat Plan describes covered activities including planned urban development, in-stream capital projects, in-stream operations and maintenance, rural capital projects, rural operations and maintenance, rural development, and conservation strategy implementation. It specifically protects and regulates 18 special-status covered species: Bay checkerspot butterfly, California tiger salamander, California red-legged frog, foothill yellow-legged frog, western pond turtle, western burrowing owl, least Bell's vireo, tricolored blackbird, San Joaquin kit fox, Tiburon Indian paintbrush, coyote ceanothus, Mount Hamilton thistle, Santa Clara Valley dudleya, fragrant fritillary, Loma Prieta hoita, smooth lessingia, Metcalf Canyon jewelflower, and most beautiful jewelflower.

The Habitat Plan defines a regional multi-jurisdictional conservation strategy, including preservation of a priority reserve system, habitat enhancement and restoration, adaptive management and monitoring, and conservation conditions on covered activities (such as minimizing impacts on sensitive natural communities and covered species, maintaining and facilitating wildlife movement, and establishing stream setback

requirements). Sensitive communities addressed include wetlands and waterways (including associated freshwater marsh vegetation and riparian corridor habitats), serpentine rock formations that support native species, and native oak woodlands.

### Goal NCR 1

Preserve and enhance Gilroy's natural resources for current and future residents.

#### **NCR 1.1 Habitat Plan Compliance**

For all covered activities throughout the city, comply fully with permit conditions of the Santa Clara Valley Habitat Plan. This will protect natural resources by minimizing impacts on sensitive natural communities and 18 covered species, facilitating wildlife movement, and establishing stream setbacks and buffers. Associated permit fees will be used for reserve system preservation, habitat enhancement and restoration, and adaptive management and monitoring. **RDR**

#### **NCR 1.2 Stream Protection**

In concert with the Habitat Plan, protect the ecological, aesthetic, and recreational value of the streams that flow through the Gilroy Planning Area. Areas required for riparian setbacks shall be dedicated to Valley Water in fee or easement, or incorporated into private open space to be preserved and maintained by future development projects. Access to streams should be of sufficient width to accommodate trails, flood control access, and protection of riparian habitat. **RDR** **MPSP**

#### **NCR 1.3 Riparian Setbacks**

Riparian setback areas shall be required of all new development, consistent with the requirements of the Habitat Plan and other City regulations. Exceptions to the riparian setbacks requirements may be allowed in a minority of cases, with the approval of the City Council, consistent with the Habitat Plan. **RDR** **MPSP**

#### **NCR 1.4 Plant and Wildlife Habitats**

In concert with Habitat Plan requirements, preserve important plant and wildlife habitats, including streams and riparian habitats, wildlife movement corridors, heavily vegetated hillside areas, unique ecosystems (such as oak woodlands and serpentine substrates), and significant nesting/denning sites for native wildlife.

**RDR** **MPSP**

#### **NCR 1.5 Open Space Access and Management**

In concert with Habitat Plan requirements, encourage the management and maintenance of public and private open space areas in a manner that ensures habitat protection, provides for public access, addresses public safety concerns, and meets low-impact recreation needs. **RDR** **MPSP**

### **NCR 1.6 Preservation Techniques**

In concert with Habitat Plan requirements, develop and apply a variety of preservation tools to protect open space areas in and around the city (such as through dedication of open space easements). In the selection and application of preservation methods, emphasis should be given to minimizing public cost and liability exposure; encouraging private ownership and responsibility for long-term management and maintenance issues; consideration of public access issues; and ensuring preservation in perpetuity. **MPSP**

### **NCR 1.7 Special Status Species**

Special-status species are those listed as Endangered, Threatened, or Rare, or as Candidates for listing by the U.S. Fish and Wildlife Service (USFWS) and/or California Department of Fish and Wildlife (CDFW), or as Rare Plant Rank 1B or 2B species by the California Native Plant Society (CNPS). This designation also includes CDFW Species of Special Concern and Fully Protected Species. For special-status species that are not among the 18 covered species in the Habitat Plan, minimize future development in areas that support such species. Conduct focused surveys per applicable regulatory agency protocols as appropriate to determine if such species occur on a given project site, as determined necessary by a qualified biologist. If development of occupied habitat must occur, species impacts shall be avoided or minimized, and if required by a regulatory agency or the CEQA process,, loss of wildlife habitat or individual plants should be fully compensated on the site. If off-site mitigation is necessary, it should occur within the Gilroy Planning Area whenever possible with a priority given to existing habitat mitigation banks. Habitat mitigation shall be accompanied by a long-term management plan and monitoring program prepared by a qualified biologist and include provisions for protection of mitigation lands in perpetuity through the establishment of easements and adequate funding for maintenance and monitoring. **RDR MPSP**

### **NCR 1.8 Native Nesting Bird Protection**

Protect native nesting birds, which are protected by the Federal Migratory Bird Treaty Act and the California Fish and Game Code. **RDR**

### **NCR 1.9 Native Tree Protection**

Preserve and protect healthy oak trees and other native trees from harm or destruction during the development process. **RDR**

### **NCR 1.10 Light Pollution**

Encourage measures to limit light pollution from outdoor sources, and direct outdoor lighting downward and away from wildlife habitat areas. **RDR**

### **NCR 1.11 Healthy Urban Forest**

Maintain and expand a vibrant, healthy urban forest in public street right-of-ways, parks, and other public lands and facilities through arborist-supervised tree selection and planting, pest and disease control, scheduled pruning, tree removal limitations, and systematic removal and replacement of dead or diseased trees. **SO**

### **NCR 1.12 Invasive Species**

Support efforts to eradicate non-native invasive species. **SO RDR**

### **NCR 1.13 Assess Potential Wetland Impacts**

Applicants of projects on sites where potential jurisdictional wetlands or waterways are present shall retain a qualified biologist/wetland regulatory specialist to conduct a site investigation and assess whether wetland or waterway features are jurisdictional with regard to the U.S. Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), Santa Clara Valley Habitat Plan, and/or California Department of Fish and Wildlife (CDFW). This investigation will include assessing potential impacts to wetland and riparian habitats and determining whether any stream buffers/riparian setbacks are required by the Santa Clara Valley Habitat Plan. If a feature is found to be jurisdictional or potentially jurisdictional, the applicant shall comply with the appropriate permitting process with each agency claiming jurisdiction prior to disturbance of the feature, and a qualified biologist/wetland regulatory specialist shall conduct a detailed wetland delineation if necessary. **RDR**

### **NCR 1.14 Maintain Pre-Project Stormwater Flows**

Encourage project design for smaller projects in the areas of the unconfined Llagas sub-basin to maintain pre-project stormwater flows consistent with City stormwater standards that prohibit offsite discharge up to the 95th percentile storm event for Tier 3 projects, allow treat and release for Tier 2 projects, and allow a more passive, 'best practices' design to minimize runoff for Tier 1 projects. **RDR**

## **Scenic Resources**

While continuing to grow, Gilroy retains some of its small town and historic character, especially in the older neighborhoods where several buildings date back to the mid-1800s. There is a sense of abundant space, due mainly to the wide, tree-lined streets in the older neighborhoods; the rich riparian corridors of Llagas Creek and Uvas Creek as they flow southward into the Pajaro River; the vast agricultural lands to the south and east; and

Gilroy's hillside backdrop. Policies in this section preserve Gilroy's scenic assets, as viewed from designated scenic routes.

## Goal NCR 2

Allow residents to enjoy views of the hills, creeks, and habitats that make Gilroy such a beautiful place to live.

### NCR 2.1 Scenic Routes

Maintain the scenic character and ecology of the hillsides of the city when designing circulation facilities. Any roadways that must pass through hillside areas will be designed so as to preserve the ecological and scenic character of the hillsides, and high quality vistas. **SO RDR**

### NCR 2.2 Scenic Highways

Support the designation of Hecker Pass Highway as an official State Scenic Highway and establish appropriate development controls to ensure long-term protection of its scenic qualities. Controls should establish appropriate setbacks, sign standards, and other development regulations in keeping with State guidelines for the protection of scenic highway corridors. **IGC**

### NCR 2.3 Other Scenic Roadways

Protect important scenic qualities and natural features on other roadways in the Planning Area, including Miller Avenue from Uvas Park Drive to Mesa Road. **SO RDR**

## Air Quality and Greenhouse Gas Emissions

Air quality is an important natural resource that influences public health and welfare, the local and regional economy, and quality of life. Air pollutants have the potential to adversely impact public health, the production and quality of agricultural crops, native vegetation, visibility, buildings, and other structures.

Air pollution is a regional issue. The potential for elevated levels of air pollutants in the Santa Clara Valley is significant, due to high summer temperatures, stable air, and mountains that border the Valley that limit air movement. Pollution sources are numerous and diverse. In addition air pollutants from San Francisco, San Mateo, and Alameda counties are carried by prevailing winds in the Santa Clara Valley, which intensifies local pollutant concentrations.

Greenhouse gas emissions that contribute to climate change are a global issue. Greenhouse gas emissions generated either directly or indirectly from activities within

Gilroy and the Santa Clara Valley contribute to global warming. While other communities in the region generate a greater volume of greenhouse gas emissions and air pollutants, Gilroy has a role to play in reducing regional greenhouse gas emissions and air pollutants. According to the United States Environmental Protection Agency, the largest sources of transportation-related greenhouse gas emissions include passenger cars and light-duty trucks, including sport utility vehicles, pickup trucks, and minivans. These sources account for over half of the emissions from this sector. The remainder of greenhouse gas emissions comes from other modes of transportation, including freight trucks, commercial aircrafts, ships, boats, and trains, as well as pipelines and lubricants.

### Goal NCR 3

Contribute to improvements in regional air quality and reductions in greenhouse gas emissions

#### **NCR 3.1 Energy Use Data and Analysis**

Increase building owner, tenant, and operator knowledge about how, when, and where building energy is used. **PI**

#### **NCR 3.2 Retrofit Financing**

Promote existing and support development of new private financing options for building retrofits and renewable energy development. **FB PI**

#### **NCR 3.3 Shade Tree Program**

Increase community-wide use of shade trees to decrease energy use associated with building cooling. **MPSP SO**

#### **NCR 3.4 Solar Development**

Encourage voluntary community-wide solar photovoltaic development through regulatory barrier reduction and public outreach campaigns. **PI**

#### **NCR 3.5 Community Choice Aggregation**

Partner with other Santa Clara County jurisdictions to determine the feasibility for development of a regional Community Choice Aggregation (CCA) program, including identification of the geographic scope, potential costs to participating jurisdictions and residents, and potential liabilities. **MPSP IGC**

#### **NCR 3.6 Bicycle Infrastructure Expansion**

Continue to encourage alternative modes of transportation, including bicycling, through expansion of bicycle paths, lanes, and routes within the community. **SO**

### **NCR 3.7 Transportation Demand Management**

Provide informational resources to local businesses subject to SB 1339 transportation demand management program requirements and encourage additional voluntary participation in the program. **MPSP** **PI**

### **NCR 3.8 Community-Wide Alternative Fuel Vehicles**

Encourage community-wide use of alternative fuel vehicles through expansion of alternative vehicle refueling infrastructure. **MPSP**

### **NCR 3.9 Food Scrap and Yard Waste Diversion**

Promote the collection of food scraps and compostable paper in yard waste bins through public outreach campaigns. **PI**

### **NCR 3.10 Water Use Reduction**

Continue to implement water conservation policies contained within Gilroy's Urban Water Management Plan to achieve 20 percent per capita water reductions by 2040. **MPSP**

### **NCR 3.11 Urban Forest**

Support development and maintenance of a healthy, vibrant urban forest through outreach, incentives, and strategic leadership. **MPSP**

### **NCR 3.12 Existing Municipal Building Energy Retrofit**

Reduce energy consumption in existing municipal buildings through energy efficiency improvements. **MPSP** **GC**

### **NCR 3.13 Zero Waste**

Reduce municipal waste through procurement policies, waste diversion goals and waste stream monitoring and analysis. **MPSP**

### **NCR 3.14 Prepare a Qualified GHG Reduction Plan**

Pursue funding through grants and any other appropriate funding mechanisms, including California Air Resources Board's list of programs and projects, California State Coastal Conservancy's Climate Ready Grant Program, Climate Corps, and CivicSpark. The plan may be prepared by amending the Gilroy 2040 General Plan or by preparing a separate GHG reduction plan. In either case, requirements for a qualified GHG reduction plan as identified in CEQA Guidelines, § 15183.5 (b)(1) must met. Accordingly, definition and implementation of GHG reduction measures in addition to those identified in Gilroy 2040 General Plan policies and programs may be required to show progress towards meeting the reduction targets established in the GHG reduction plan. **MPSP** **FB**

### **NCR 3.15 Reduce Construction Emissions**

Require the use of low emissions construction equipment for public and private projects, consistent with the air district 2017 Clean Air Plan. Where construction-related emissions would exceed the applicable Thresholds of Significance, the City will consider, on a case-by-case basis, implementing Additional Construction Mitigation Measures (Table 8-3 in BAAQMD's CEQA Guidelines). **RDR**

### **NCR 3.16 Implement Dust-Control Measures**

Require the implementation of the air district's dust control measures during construction of individual projects, consistent with the air district 2017 Clean Air Plan. **RDR**

### **NCR 3.17 Sensitive Receptors within 500 feet of U.S. Highway 101.**

Require modeling of toxic air contaminants, and include mitigation as may be appropriate, prior to approval of new residential development within 500 feet of U.S. Highway 101, to ensure significant health risks are mitigated. **RDR**

### **NCR 3.18 Sensitive Receptors within 500 feet of Existing Point Sources or Existing Heavy Industrial Designated Areas.**

Require modeling of toxic air contaminants, and include mitigation as may be appropriate, prior to approval of new

residential development within the Downtown Specific Plan within 500 feet of existing point sources with screening factors in excess of thresholds, or within 500 feet of areas designated Heavy Industrial, to ensure significant health risks are mitigated. **RDR**

### **NCR 3.19 New Industrial Uses within 500 feet of Sensitive Receptors.**

Require modeling, and include mitigation as may be appropriate, of toxic air contaminants prior to approval of new industrial development within 500 feet of residential uses, Neighborhood District designations, or the Downtown Specific Plan, to ensure significant health risks are mitigated. **RDR**

## **Hydrology and Water Quality**

The health and function of Gilroy's surface and groundwater resources are of vital importance to community health and quality of life, preservation of sensitive species and habitat, and essential ecosystem services. Examples of essential ecosystem services are flood protection and storage and availability of clean water resources for multiple community uses. Gilroy receives all of its drinking water from groundwater sources. The policies in this section identify methods for protecting valuable surface and groundwater

resources from contaminants, restoring natural features to improve their functionality, and conserving water for future generations.

## Goal NCR 4

Maintain overall water quality by protecting surface and groundwater sources, restoring creeks and rivers to their natural state, and conserving water resources.

### NCR 4.1 Consistent Standards

Coordinate with South County jurisdictions to ensure consistent ordinances, standards, and enforcement procedures regarding water quality so that there is no advantage for a company to locate in an area with lower standards. **IGC**

### NCR 4.2 Pollution Prevention

Prohibit the development of waste processing facilities and industries using toxic chemicals in areas where pollutants may come in contact with groundwater, floodwaters, creeks, or reservoir waters. **RDR**

### NCR 4.3 Drinking Water Quality

Ensure that City drinking water meets the required and recommended standards set forth by the State of California. **SO**

### NCR 4.4 Abandoned and Unused Wells

Require developers to identify and seal abandoned and unused wells within their developments in accordance with the City and Valley Water requirements. **RDR**

### NCR 4.5 Water Conservation and Reclamation

Require water conservation measures and maximize the use of recycled water to reduce the overall demand on water resources. Ensure that recycled wastewater is treated in accordance with State and Federal standards. **MPSP**  
**RDR**

### NCR 4.6 Irrigation with Recycled Water

Encourage the use of recycled water for landscape irrigation, especially for large water users such as golf courses. **MPSP**

### NCR 4.7 Inter-Agency Coordination

Coordinate with agencies relevant to South County's water supply and water quality, including: the San Francisco Bay and Central Coast Regional Water Quality Control Boards; Valley Water; Santa Clara County; and Morgan Hill to protect regional water quality. **IGC**

### **NCR 4.8 Low Impact Development**

Require new development to protect the quality of water resources and natural drainage systems through site design, source controls, runoff reduction measures, best management practices (BMPs), and Low Impact Development (LID). **RDR**

### **NCR 4.9 Native and Drought-Tolerant Landscaping**

Use native or drought-tolerant vegetation and water-efficient irrigation systems in the landscaping of all new public facilities, except in active recreation areas. Encourage the use of similar landscaping and irrigation in private development.

**RDR**

## **Historic and Cultural Resources**

The Gilroy area has many significant prehistoric, historic, and cultural resources. Examples of historic resources include buildings, districts, sites, and objects. Historical and archaeological resources are nonrenewable resources that often yield unique information about past societies and environments. The policies in this section strive to preserve Gilroy's historic and cultural resources to preserve its local heritage for future generations.

### **Goal NCR 5**

Preserve significant historic buildings, sites, and resources to enrich the sense of place and appreciation of the city's history.

#### **NCR 5.1 Historic Structures and CEQA**

Discretionary projects subject to the California Environmental Quality Act (CEQA), which include changes to, or demolition of, structures that are 45 years or older, will require an historic property report or other substantial evidence in the record of the project to determine whether the structure is historically significant. **RDR**

#### **NCR 5.2 Historic and Pre-historic Archaeological Resources and CEQA**

Discretionary projects subject to the California Environmental Quality Act (CEQA) which include disturbance of the existing ground surface of the project site will require an archaeological survey and records search if the project site is located in a moderate to high archaeological sensitivity zone as identified on Figure 3.5-1 of the General Plan EIR, or if other evidence suggests the project site to be archaeologically sensitive. **RDR**

### **NCR 5.3 Archaeological Resources Protection**

Ensure that all projects involving ground-disturbing activities include procedures to protect archaeological resources if discovered during excavation. Projects shall follow CEQA and other applicable State laws. **RDR**

### **NCR 5.4 Historic Preservation**

Encourage public and private efforts for the preservation of historic and architecturally significant buildings and sites, archeological sites, and other landmarks. **MPSP**

### **NCR 5.5 Historic Resources Inventory**

Maintain and periodically update the city's inventory of historically significant buildings to meet current State and Federal historic preservation guidelines. **MPSP**

### **NCR 5.6 Preservation Funding and Incentives**

Strive to obtain State and Federal funding for the preservation of buildings and sites of historical merit and consider public/private partnerships for capital and program improvements including historic preservation components. **IGC JP**

### **NCR 5.7 Mills Act Contracts**

Support the use of Mills Act contracts to reduce property taxes on historic properties and thereby provide a monetary incentive for their acquisition, maintenance, and restoration. **FB**

### **NCR 5.8 Historic Character**

Encourage preservation of older homes, other structures, and neighborhood districts with distinct and recognizable historic or architectural characteristics to maintain and enhance the historic character of the city. In particular, encourage the retention and rehabilitation of older homes in and near the historic city center and ensure that rehabilitation activities are sensitive to the historic character of the building, site, and/or surrounding area. **MPSP**

### **NCR 5.9 Adaptive Reuse**

Promote adaptive reuse of old buildings, especially in the Downtown Historic District, to preserve the buildings' historic character while encouraging development of an economically vital Downtown. **MPSP**

### **NCR 5.10 Historic Building Demolition**

Consistent with Goal NCR 5, prior to approving the demolition of historically significant buildings, evaluate alternatives including structural preservation, relocation or other mitigation in an Environmental Impact Report (EIR), and demonstrate that financing has been secured for replacement use. **MPSP**

### **NCR 5.11 Non-Conforming Uses in Historic Structures**

Consider, on a case-by-case basis, allowing non-conforming uses in designated historic structures with a conditional use permit where the proposed use will not have a detrimental effect on the neighborhood and will be in keeping with the historic nature of the building, taking into consideration compatibility of the use to neighboring uses. **RDR**

# Implementation Programs

<b>Table 8-1: Natural and Cultural Resources Implementation Programs</b>	<b>2021-2023</b>	<b>2024-2028</b>	<b>2029-2040</b>	<b>Annual</b>	<b>Ongoing</b>
<p><b>1. Riparian Setback Policy</b>            Update the Zoning Ordinance to identify the required riparian setbacks for all new development and the process for consideration of exceptions from the policy, consistent with the Santa Clara Valley Habitat Plan.</p> <p><b>Implements Policy:</b> NCR 1.2</p> <p><b>Responsible Departments:</b> Community Development and Public Works</p>	X				
<p><b>2. Nesting Bird Impact Mitigation</b>            During the development review process, require pre-construction nesting bird surveys (and subsequent nest protection if necessary) conducted by a qualified biologist for tree removals and all construction projects (high noise-related activities) located within 250 feet of trees. These surveys are only required if tree removals or construction activities are planned during the nesting bird season, which is February 1 through August 31.</p> <p><b>Implements Policy:</b> NCR 1.7</p> <p><b>Responsible Department:</b> Community Development</p>					X

<b>Table 8-1: Natural and Cultural Resources Implementation Programs</b>	<b>2021-2023</b>	<b>2024-2028</b>	<b>2029-2040</b>	<b>Annual</b>	<b>Ongoing</b>
<p><b>3. Pollution Prevention</b>                      Develop and adopt an ordinance to prohibit the development of waste processing facilities and industries using toxic chemicals in areas where pollutants may come in contact with groundwater, floodwaters, creeks, or reservoir waters.</p> <p><b>Implements Policy:</b> NCR 4.2  <b>Responsible Department:</b> Community Development</p>	X				
<p><b>4. Historic Resources Inventory</b>                      Maintain and update every five years, the historic resource inventory to evaluate, register, and protect Gilroy’s historic resources. The inventory should be publicly accessible and regularly updated.</p> <p><b>Implements Policy:</b> NCR 5.2  <b>Responsible Department:</b> Community Development</p>		X	X		
<p><b>5. Archaeological Resources Protection</b>                      Develop and adopt an Archaeological Resources Protection policy and/or standard conditions for development permits that establish procedures for disposition of buried cultural resources unearthed during construction activities, consistent with the requirements of CEQA Section 15064.5(e) and other applicable state laws.</p> <p><b>Implements Policy:</b> NCR 5.3  <b>Responsible Department:</b> Community Development</p>	X				

Table 8-1: Natural and Cultural Resources Implementation Programs		2021-2023	2024-2028	2029-2040	Annual	Ongoing
<b>6. Map Archaeological Resources.</b> Identify and map in the City GIS archaeologically sensitive areas in the City.  <b>Implements Policies:</b> NCR 5.2, NCR 5.3  <b>Responsible Department:</b> Community Development			X			
<b>7. Historical Preservation</b> Develop and adopt an historic preservation ordinance in conjunction with the Zoning Ordinance Update for the preservation of historic and architecturally significant buildings and sites, archeological sites, and other landmarks.  <b>Implements Policy:</b> NCR 5.4  <b>Responsible Department:</b> Community Development		X				

<b>Table 8-2: Natural and Cultural Resources; Climate Action Plan Implementation Programs</b>	2021-2023	2024-2028	2029-2040	Annual	Ongoing
<p>The source of the following Implementation Programs is from the Draft Gilroy Climate Action Plan. There are three categories of Implementation Programs noted below.</p>					
<p><b>Category 1</b> - Implementation Programs that provide potential GHG reduction benefits to the existing community for which funding will be the responsibility of the City to determine.</p>					
<p><b>CAP 1. Individual Multi-Family and Multi-Tenant Meters</b>                      Following regional conversations regarding building ordinance revisions, adopt an ordinance that requires existing multi-family and multi-tenant commercial buildings to install individual electricity and natural gas meters for each unit/space at point-of-sale; alternatively, develop educational information on benefits of sub-metering and work with the Gilroy Chamber of Commerce to share with the local business community.</p> <p><b>Implements Policy:</b> NCR 3.1</p> <p><b>Responsible Department:</b> Community Development</p>			X		
<p><b>CAP 2. Property Assessed Clean Energy</b>                      Continue to participate in HERO and similar programs to make PACE financing available to commercial, industrial, multi-family residential (5+ units), and non-profit-owned buildings. Work with other Santa Clara County local governments to establish PACE financing districts available for residential property owners (could also provide other sources of residential or commercial financing to compliment the HERO and similar programs). Work with PACE financing providers to educate local realtor and contractor community about PACE offerings, process, and benefits to increase participation.</p> <p><b>Implements Policy:</b> NCR 3.2</p> <p><b>Responsible Department:</b> Community Development</p>					X

**Table 8-2: Natural and Cultural Resources;  
Climate Action Plan Implementation Programs**

	2021-2023	2024-2028	2029-2040	Annual	Ongoing
<p><b>CAP 3. Parking Lot Lighting Efficiency</b> Develop a parking lot lighting retrofit ordinance requiring property owners or managers to replace inefficient parking lot or parking structure lighting with high-efficiency lighting technologies, where feasible.</p> <p><b>Implements Policy:</b> NCR 3.1</p> <p><b>Responsible Department:</b> Community Development</p>		X			
<p><b>CAP 4. Parking Lot Light Retrofit</b> Work with regional partners to develop and adopt local ordinances that require non-residential and multi-family property owners to retrofit inefficient parking lot or parking structures lighting with high-efficiency lighting technologies at point-of-sale or point-of-lease; adopt ordinance.</p> <p><b>Implements Policy:</b> NCR 3.1</p> <p><b>Responsible Department:</b> Community Development</p>		X			
<p><b>CAP 5. Lighting Improvements Payback Period Outreach Materials</b> Develop outreach materials explaining simple payback period for lighting improvements and available funding sources (e.g., PG&amp;E lighting rebates, energy performance contracts).</p> <p><b>Implements Policy:</b> NCR 3.1</p> <p><b>Responsible Department:</b> Community Development</p>					X

Table 8-2: Natural and Cultural Resources; Climate Action Plan Implementation Programs	2021-2023	2024-2028	2029-2040	Annual	Ongoing
<p><b>CAP 6. Shade Tree Program</b>                      Adopt an ordinance that requires new residential projects to incorporate properly selected and located shade trees on per unit basis. Develop a shade tree planting guide to facilitate proper tree selection and installation. Work with local environmental and conservation groups to advertise the various benefits of planting shade trees near existing buildings.</p> <p><b>Implements Policy:</b> NCR 3.2  <b>Responsible Department:</b> Community Development</p>		X			
<p><b>CAP 7. Remove Solar Regulatory Barriers</b>                      Review/Revise all applicable building, zoning and other codes and ordinances to identify and remove remaining regulatory barriers to installation of solar PV or solar hot water systems in residential and nonresidential construction; consider opportunities to reduce permitting fees related to renewable energy installations.</p> <p><b>Implements Policy:</b> NCR 3.4  <b>Responsible Department:</b> Community Development</p>		X			
<p><b>CAP 8. Solar Benefits Education Program</b>                      Conduct an outreach program to educate residents and businesses about potential benefits of solar service providers’ power purchase agreements and opportunities for community shared solar PV systems and invite neighborhood groups/organization to help identify potential interest; work with PG&amp;E to share information about PG&amp;E’s Community Solar Program.</p> <p><b>Implements Policy:</b> NCR 3.4  <b>Responsible Department:</b> Community Development</p>					X

Table 8-2: Natural and Cultural Resources; Climate Action Plan Implementation Programs	2021-2023	2024-2028	2029-2040	Annual	Ongoing
<p><b>CAP 9. Solar Service Provider Workshop</b>            Host a workshop with area solar service providers to identify opportunities to further streamline the installation of solar PV systems; pending the results of the Power Purchase Agreement (PPA) workshop, remove identified barriers to wide-scale solar installation throughout the city.</p> <p><b>Implements Policy:</b> NCR 3.4  <b>Responsible Department:</b> Community Development</p>		X			
<p><b>CAP 10. Roundtable Discussion</b>            Host a roundtable discussion with large hot water users to identify potential City barriers to installation of solar thermal systems; work with City departments to remove or reduce identified barriers, where possible.</p> <p><b>Implements Policy:</b> NCR 3.4  <b>Responsible Department:</b> Community Development</p>		X			
<p><b>CAP 11. Community Choice Aggregation</b>            Partner with other Santa Clara County jurisdictions to conduct a study to determine the feasibility for development of a regional CCA program, including the identification of the geographic scope, potential costs to participating jurisdictions and residents, and potential liabilities. If the study determines a CCA to be feasible and advantageous to Gilroy residents and businesses, work with Santa Clara County partners to prepare necessary additional study reports, informational materials, and any other supporting research and/or documents to help pursue development of a CCA program.</p> <p><b>Implements Policy:</b> NCR 3.5  <b>Responsible Department:</b> City Administrator</p>	X				

Table 8-2: Natural and Cultural Resources; Climate Action Plan Implementation Programs	2021-2023	2024-2028	2029-2040	Annual	Ongoing
<p><b>CAP 12. Update Bicycle and Pedestrian/Trail Master Plan</b>                      Update the existing Bicycle Master Plan to continue to serve as guidance document for bicycle network improvements and a programmatic strategy; update the plan every five years. Re-prioritize bicycle network enhancements as necessary, based on community input regarding problematic or unsafe routes, bicycle accommodation limitations (e.g., secure parking, commuter facilities), and focused outreach strategies.</p> <p><b>Implements Policy:</b> NCR 3.6</p> <p><b>Responsible Departments:</b> Public Works</p>					X
<p><b>CAP 13. Bicycle Planning Funding Sources</b>                      Update the list of identified primary funding sources and preliminarily identify additional local funding sources by which to provide the City’s match for grant-funded project planning, design, and construction.</p> <p><b>Implements Policy:</b> NCR 3.6</p> <p><b>Responsible Department:</b> Public Works</p>					X
<p><b>CAP 14. Removal of Bicycle Barriers</b>                      Identify and work to remove physical barriers or safety concerns that could inhibit cyclists from accessing various transit stations/stops; partner with VTA, as necessary.</p> <p><b>Implements Policy:</b> NCR 3.6</p> <p><b>Responsible Department:</b> Public Works</p>		X			

Table 8-2: Natural and Cultural Resources; Climate Action Plan Implementation Programs	2021-2023	2024-2028	2029-2040	Annual	Ongoing
<p><b>CAP 15. Maximize Bicycle Separation</b> Review Complete Streets street cross sections and development specifications to encourage bicycling by maximizing bike lane widths or establishing physical separation between vehicle travel lanes and bicycle lanes on high-volume roadways, to the extent feasible.</p> <p><b>Implements Policy:</b> NCR 3.6 <b>Responsible Department:</b> Public Works</p>		X			
<p><b>CAP 16. Community-Wide Alternative Fuel Vehicles</b> Continue to explore cost-effective ways to increase alternative vehicle charging/refueling infrastructure within the city for public use, including installations at municipal facilities and partnerships with technology providers. Revise the Municipal Code to require pre-wiring for at-home electric vehicle charging ports in new single family and multi-family construction. Work with regional partners to develop information brochures and technical support for developers/contractors interested in providing electric vehicle charging ports in new projects.</p> <p><b>Implements Policy:</b> NCR 3.8 <b>Responsible Departments:</b> Community Development, Public Works</p>					X

<b>Table 8-2: Natural and Cultural Resources; Climate Action Plan Implementation Programs</b>	<b>2021-2023</b>	<b>2024-2028</b>	<b>2029-2040</b>	<b>Annual</b>	<b>Ongoing</b>
<p><b>CAP 17. Drought-Tolerant Landscaping</b>                      Develop a public information campaign that highlights City projects and landscaping practices that conserve water at public buildings and parks/landscaped areas (e.g., drought-tolerant landscaping, efficient irrigations systems, indoor plumbing retrofits). Partner with community/neighborhood groups to promote existing water conservation programs and participation in voluntary landscaping retrofit programs. Identify opportunities for water use data tracking and reporting.</p> <p><b>Implements Policy:</b> NCR 4.9  <b>Responsible Departments:</b> Public Works</p>		X			
<p><b>CAP 18. Food Scrap and Yard Waste Diversion Program</b>                      Implement a residential food scrap and compostable paper collection program and outreach campaigns; provide information to local elementary schools on existing food scrap diversion programs for incorporation into on-going recycling curriculum. Work with the franchise waste hauler to develop new outreach programs or strategies that address solid waste diversion opportunities identified in Residential Waste Characterization Study. Work with the franchise waste hauler, the Gilroy Chamber of Commerce, and other local business organizations to develop and encourage participation in voluntary commercial food scrap collection pilot program; identify opportunities to share best-practices and lessons learned with other cities in Santa Clara County that have implemented similar programs.</p> <p><b>Implements Policy:</b> NCR 3.9  <b>Responsible Department:</b> Community Development</p>		X			

Table 8-2: Natural and Cultural Resources; Climate Action Plan Implementation Programs	2021-2023	2024-2028	2029-2040	Annual	Ongoing
<p><b>CAP 19. Construction and Demolition Waste Diversion</b>            Continue to implement the Construction and Demolition Waste Ordinance requiring 50 percent diversion from applicable construction and renovation projects. Work with the franchise waste hauler to evaluate the capability of area landfill operators to maximize construction and demolition waste diversion, and consider increasing diversion requirements to 75 percent diversion by 2035. Alternatively, only target scrap lumber with 75 percent diversion requirements.</p> <p><b>Implements Policy:</b> NCR 3.13</p> <p><b>Responsible Departments:</b> Community Development</p>					X
<p><b>CAP 20. Construction and Demolition Diversion Deposit</b>            Develop a Construction and Demolition Debris Diversion Deposit Program to help enforce the Construction and Demolition Waste Ordinance, in which the deposit is paid to City prior to issuance of building permit and refunded to the applicant following submittal/approval of applicable waste diversion documentation.</p> <p><b>Implements Policy:</b> NCR 3.13</p> <p><b>Responsible Department:</b> Community Development</p>			X		

Table 8-2: Natural and Cultural Resources; Climate Action Plan Implementation Programs	2021-2023	2024-2028	2029-2040	Annual	Ongoing
<p><b>CAP 21. Urban Forest</b></p> <p>Partner with neighborhood groups, community organizations, and business community to encourage voluntary tree planting on private property within Gilroy, identify opportunities for such organizations to assist the City with the maintenance of street trees planted within public rights-of-way, develop a strategic, long-range plan to identify policies and strategies to proactively manage and grow City’s street tree population, and prepare a tree protection ordinance that requires the replacement of removed street trees, including planting site selection criteria.</p> <p><b>Implements Policy:</b> NCR 3.11</p> <p><b>Responsible Department:</b> Public Works</p>					X
<p><b>Category 2</b> - Implementation Programs whose benefits are more focused on <b>new development</b>, through their ability to achieve CEQA streamlining benefits for such new development. In order to minimize taxpayer funding of GHG emission reduction measures that benefits new development, these measures will be implemented based on a cost-recovery fee on new development intended to fund preparation (if required outside of the General Plan) and implementation of a CEA “Qualifying Climate Action Plan” which brings with it accompanying CEQA streamlining benefits.</p>					
<p><b>CAP 22. Home and Business Area Network</b></p> <p>Work with PG&amp;E to facilitate aggressive implementation of the Home and Business Area Network (HAN) program and similar programs within Gilroy; develop a community outreach program to encourage participation in the programs.</p> <p><b>Implements Policy:</b> NCR 3.14</p> <p><b>Responsible Departments:</b> Community Development</p>	X				

Table 8-2: Natural and Cultural Resources; Climate Action Plan Implementation Programs	2021-2023	2024-2028	2029-2040	Annual	Ongoing
<p><b>CAP 23. Advanced Metering and Analytics</b> Partner with PG&amp;E, other Santa Clara County local governments, third-party service providers, and local businesses to establish a regional advanced metering and analytics implementation program for commercial and residential buildings; leverage existing PG&amp;E education materials, including the description of the O-Power Program, and make information available at the Building and Safety Division counter.</p> <p><b>Implements Policy:</b> NCR 3.1</p> <p><b>Responsible Department:</b> Community Development</p>	X				
<p><b>CAP 24. Advanced Analytics Education Program</b> Collaborate with other Santa Clara County local governments to develop an outreach program that communicates the benefits of using advanced analytics to improve energy efficiency and reduce energy bills; provide links to available rebates for smart-grid compatible appliances and systems on the City's Energy Conservation website.</p> <p><b>Implements Policy:</b> NCR 3.1</p> <p><b>Responsible Department:</b> Community Development</p>	X				

Table 8-2: Natural and Cultural Resources; Climate Action Plan Implementation Programs	2021-2023	2024-2028	2029-2040	Annual	Ongoing
<p><b>CAP 25. Business Energy Performance Program</b>                      Develop a business energy performance contracting market aggregation program that identifies interested commercial and industrial properties and aggregates them into a market of sufficient scale to attract energy service companies (ESCOs) or energy service agreement (ESA) providers.</p> <p><b>Implements Policy:</b> NCR 3.1  <b>Responsible Department:</b> Community Development</p>			X		
<p><b>CAP 26. Mortgage Lender Limitations Reduction</b>                      Work with commercial banks to reduce mortgage lender limitations on external financing that limit energy service company (ESCO) and energy service agreement (ESA) contracts.</p> <p><b>Implements Policy:</b> NCR 3.1  <b>Responsible Department:</b> Community Development</p>			X		
<p><b>CAP 27. Collaborate with PG&amp;E</b>                      Collaborate with PG&amp;E and California Solar Initiative Thermal Program to develop an outreach program to maximize installation of solar hot water systems and leverage existing funding opportunities. Work with PG&amp;E to identify businesses and multi-family residential building owners with high hot water use, and provide targeted outreach with promotional materials for participation in the California Solar Initiative (CSI)-Thermal Program.</p> <p><b>Implements Policy:</b> NCR 3.4  <b>Responsible Department:</b> Community Development</p>			X		

<b>Table 8-2: Natural and Cultural Resources; Climate Action Plan Implementation Programs</b>		<b>2021-2023</b>	<b>2024-2028</b>	<b>2029-2040</b>	<b>Annual</b>	<b>Ongoing</b>
<p><b>CAP 28. Transportation Demand Management</b>            Work with VTA and/or 511.org to develop and implement an outreach program targeting employers with fewer than 50 employees to encourage voluntary participation in TDM program activities, including pre-tax deductions for alternative travel mode expenses, transit pass subsidies, and new vanpool development; share best-practices in TDM programs with local businesses to identify options that have been successful at a small scale. Support regional efforts to implement SB 1339 commuter benefit requirements for employers with more than 50 employees. Partner with 511.org and employers to leverage new ride-matching technologies and promote rideshare among employees.</p> <p><b>Implements Policy:</b> NCR 3.7  <b>Responsible Department:</b> Public Works</p>			X			
<p><b>Category 3</b> - Implementation Programs designed to reduce <b>municipal operation</b> GHG emissions.</p>						
<p><b>CAP 29. Municipal Building Retrofit</b>            Prepare and implement a comprehensive municipal building retrofit program that includes:</p> <ul style="list-style-type: none"> <li>▪ A municipal energy plan to guide future energy retrofit projects.</li> <li>▪ A retrofit opportunity tracking framework that identifies building/facility, retrofit project components, and energy use reduction estimates by energy source.</li> <li>▪ A program that requires all major systems (e.g., HVAC) in existing buildings/facilities to be retro-commissioned at five year intervals.</li> <li>▪ Facility manager training on existing (EMS) in order to maximize effectiveness of City’s building systems.</li> </ul> <p><b>Implements Policy:</b> NCR 3.12  <b>Responsible Department:</b> Facilities Department</p>			X			

Table 8-2: Natural and Cultural Resources; Climate Action Plan Implementation Programs		2021-2023	2024-2028	2029-2040	Annual	Ongoing
<p><b>CAP 30. Public Realm Lighting Efficiency</b>                      Prepare and implement a lighting efficiency program that includes:</p> <ul style="list-style-type: none"> <li>▪ A funding and implementation strategy to convert all City-owned street and traffic lights to high-efficiency technologies (e.g., LED).</li> <li>▪ A revised set of public lighting standards to establish minimum efficiency thresholds consistent with LED or similar prevalent technologies.</li> <li>▪ Park lighting (e.g., pathways, restroom facilities, area lighting, sport field lighting) that has not yet been converted to LED, magnetic induction, or similar highly-efficient technology.</li> <li>▪ Appropriate energy-efficient lighting technologies for sports fields/courts that still provide lighting levels required for applicable sporting use.</li> <li>▪ Energy efficient lighting in all new public parks and recreational facilities, as appropriate.</li> </ul> <p><b>Implements Policy:</b> NCR 3.12</p> <p><b>Responsible Department:</b> Facilities Department</p>			X			

Table 8-2: Natural and Cultural Resources; Climate Action Plan Implementation Programs	2021-2023	2024-2028	2029-2040	Annual	Ongoing
<p><b>CAP 31. Municipal Renewable Energy Facilities</b>            Develop additional renewable energy facilities on City buildings, parking lots, or property:</p> <ul style="list-style-type: none"> <li>▪ Continue to operate solar PV system at the Gilroy library.</li> <li>▪ Identify opportunities for additional solar PV installations on municipal buildings and/or property.</li> <li>▪ Consider opportunities for solar thermal installations to reduce municipal natural gas consumption.</li> <li>▪ Discuss renewable energy financing options with solar service providers to minimize up-front and operational costs.</li> </ul> <p><b>Implements Policy:</b> NCR 3.12  <b>Responsible Departments:</b> Public Works, Facilities Department</p>			X		X
<p><b>CAP 32. Low Emissions Vehicles</b>            Transition the municipal fleet to fuel efficient and alternative-fuel vehicle models, including:</p> <ul style="list-style-type: none"> <li>▪ Expand Green Fleet inventory data collection to include annual mileage use by vehicle, vehicle age/lease expiration dates, and kWh to charge electric vehicle models.</li> <li>▪ Define the vehicle fleet transition pathway to implement the Green Fleet policy goal that reflects market conditions and existing vehicle fleet lifespan.</li> <li>▪ Replace passenger vehicles with EV, biofuel, CNG, or hybrid models.</li> <li>▪ Explore joint procurement options with other area jurisdictions to lower costs.</li> </ul> <p><b>Implements Policy:</b> NCR 3.8  <b>Responsible Department:</b> Fleet Division</p>		X			

<b>Table 8-2: Natural and Cultural Resources; Climate Action Plan Implementation Programs</b>	2021-2023	2024-2028	2029-2040	Annual	Ongoing
<p><b>CAP 33. Green Products Handbook</b>                      Develop a staff handbook to serve as a user-friendly resource to guide City purchases of "green" products, such as furniture, carpeting/flooring, paints, packaging materials, energy-efficient appliances, etc.</p> <p><b>Implements Policy:</b> NCR 3.1</p> <p><b>Responsible Department:</b> Purchasing Division</p>		X			
<p><b>CAP 34. Waste Audits</b>                      Establish the practice of performing regular waste audits at City facilities to:</p> <ul style="list-style-type: none"> <li>▪ Determine type/quantity of waste being produced.</li> <li>▪ Measure effectiveness of existing waste diversion practices</li> <li>▪ Identify opportunities for new waste diversion practices.</li> <li>▪ Establish baseline data for measuring progress towards waste reduction and diversion goals.</li> </ul> <p><b>Implements Policy:</b> NCR 3.13</p> <p><b>Responsible Department:</b> Community Development</p>		X			
<p><b>CAP 35. Paper Use Reduction</b>                      Install printer-tracking software that allows printer analytics; identify third-party, paperless office solutions providers to help develop a municipal strategy for increased use of electronic forms/files, as well as file management practices.</p> <p><b>Implements Policy:</b> NCR 3.13</p> <p><b>Responsible Department:</b> Information Technology Development</p>			X		

<b>Table 8-2: Natural and Cultural Resources; Climate Action Plan Implementation Programs</b>	<b>2021-2023</b>	<b>2024-2028</b>	<b>2029-2040</b>	<b>Annual</b>	<b>Ongoing</b>
<p><b>CAP 36. Food Waste</b> Contract with a franchise waste hauler to provide organics collection services at City buildings/facilities; establish food recovery programs.</p> <p><b>Implements Policy:</b> NCR 3.13</p> <p><b>Responsible Department:</b> Community Development</p>	X				
<p><b>CAP 37. Qualified GHG Reduction Plan</b> Prepare and adopt a qualified GHG reduction plan within three years of the date the Gilroy 2040 General Plan is adopted. When drafting the Climate Action Plan / Qualified Greenhouse Gas (GHG) Reduction Strategy, the City will consider recommendations outlined in BAAQMD’s CEQA Guidelines, and any requirements of AB 32, SB 32, Executive Order B-55-18, and SB 100.</p> <p><b>Implements Policy:</b> NCR 3.14</p> <p><b>Responsible Department:</b> Community Development</p>	X				
<p><b>CAP 38. Maps Areas for Toxic Air Contaminant (TAC) Emission Modeling</b> Identify and map areas in the city subject to TAC emission modeling requirements, including areas within 500 feet of: U.S. 101, designated heavy industrial uses, designated residential uses, Neighborhood District designations, and the Downtown Specific Plan area.</p> <p><b>Implements Policies:</b> NCR 3.17, NCR 3.18, NCR 3.19</p> <p><b>Responsible Department:</b> <b>Community Development</b></p>		X			

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# 9

## **Potential Hazards**



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## Introduction

Gilroy faces the potential for several types of natural and manmade disasters, in part due to its location. The Bay Area is one of the most earthquake-prone regions in the United States. 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 wildfire conditions. Manmade hazards such as noise and hazardous materials also pose a threat to the well-being of residents.

While it is impossible to completely avoid natural and manmade hazards, the Potential Hazards Element establishes goals, policies, and programs 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, wildfires, hazardous materials, and noise.

## Emergency Preparedness

Natural disasters can devastate a community. Gilroy faces risks from floods, wildfires, and earthquakes. Preparation and prevention, when possible, can lower the risk of a disaster and reduce damage if a disaster does occur. Policies in this section focus on providing a high level of safety and protection for residents and businesses from natural disasters such as floods, earthquakes, and wildfires.

## Goal PH 1

Minimize potential for loss of life, injury, damage to property, and economic and social dislocation due to natural hazards through development controls and emergency preparedness.

### **PH 1.1 Location of Future Development**

Allow development only in those areas where potential danger to the health, safety, and welfare of residents can be adequately mitigated to an acceptable level of risk. This applies to development in areas subject to flood damage, fire damage, or geological hazard due to their location and/or design. **RDR**

### **PH 1.2 Emergency Services**

Prohibit development in areas where emergency services, including fire protection, cannot adequately be provided. **RDR**

### **PH 1.3 Development Review**

Require appropriate studies as part of the development review process to assess potential hazards and assure that potential impacts are adequately mitigated. **RDR**

### **PH 1.4 Secondary Access**

Residential Streets and Developments shall provide secondary access when serving 30 or more single family units or 100 or more multi-family units. The number of units required is subject to review by the Fire Chief. **RDR**

### **PH 1.5 Building and Fire Codes**

Regularly update the building and fire codes to address earthquake, fire, and other hazards. **MPSP**

### **PH 1.6 Essential Emergency Public Services**

Provide essential emergency public services during natural and human caused catastrophes and their aftermath to ensure a rapid recovery. **SO**

### **PH 1.7 Mutual Aid Agreements**

Maintain mutual aid agreements with Santa Clara County, Cal Fire, and nearby cities to ensure adequate response to large-scale emergencies and multiple, simultaneous incidents that might exceed the capabilities of local resources. **IGC**

### **PH 1.8 Emergency Preparedness Training**

Promote emergency preparedness through staff training and planning in cooperation with other public agencies and appropriate public interest organizations. **SO**

### **PH 1.9 Local Command and Control Facilities**

Ensure that essential facilities designated as local command and control centers for emergency/disaster services are designed to withstand a “maximum probable seismic event” and remain operational. Secondary facilities should be identified and equipped as back up. **SO**

### **PH 1.10 Hazards Maps**

Maintain the most current seismic hazards maps for use in development review, in accordance with the State of California’s Seismic Hazards Mapping Act. **MPSP**

### **PH 1.11 Public Education**

Encourage a proactive approach to crime and fire prevention by providing education programs that raise community awareness and promote citizen involvement in crime and hazard prevention activities. **PI**

### **PH 1.12 Public Information**

Provide information through the City’s quarterly newsletter, and through local radio and television, the internet, social media, and reverse 911 directories to educate the public on potential natural hazards and actions they can take to help minimize those hazards. **PI**

### **PH 1.13 Public Safety Answering Point**

Coordinate with local service providers to ensure a backup system is established for telephonic communication with a local public-safety answering point (PSAP).

### **PH 1.14 Alternative Backup Power Generation**

Develop alternative backup power generation capabilities in all city essential facilities, including City Hall, fire stations, senior centers, community meeting facilities and alert and warning facilities.

### **PH 1.15 Emergency Preparedness Planning**

Require new specific plans and City plans and programs to address emergency preparedness.

### **PH 1.16 Development Tracking System**

Consider the feasibility of procuring and implementing a system to track development in hazard prone areas using GIS software or an appropriate substitute.

### **PH 1.17 Continuity of Operations and Government**

Consider development of a Continuity of Operations (COOP) and Continuity of Government (COG) Planning Program for essential functions within the Gilroy governmental operations.

### **PH 1.18 Address Emergency Preparedness in Plan and Code Updates**

Address emergency preparedness during the next update to the Capital Improvement Plan, Storm Water Quality Protection and Discharge Control, and Habitat Conservation Plan provisions in the Municipal Code, or any new storm water management plans in order to reduce natural disasters impacts.

### **PH 1.19 Plan Maintenance Protocols**

Actively participate in the plan maintenance protocols outlined in Volume One of the Santa Clara County Hazard Mitigation Plan.

## **Geologic and Seismic Hazards**

Gilroy is located in a seismically active area. Three major active faults cross Santa Clara County: the San Andreas, Calaveras, and Hayward faults. Each of these faults has generated significant earthquakes throughout recorded history (200 years). Gilroy's risk associated with those faults is minor to moderate. There are liquefaction hazard areas along Uvas Creek and Llagas Creek, as well as small landslide hazard areas in the steep, hilly terrain in the northwestern and southwestern parts of the city. Policies in this section aim to minimize the risk associated with geologic and seismic hazards.

### **Goal PH 2**

Protect life and minimize property damage from potential seismic and geologic hazards.

#### **PH 2.1 Active Faults**

Consider all faults in the area to be active faults, unless and until evidence to the contrary is developed through field investigation. **MPSP**

#### **PH 2.2 Site Investigation and Mitigation**

Ensure proper soils and geologic site investigation and appropriate mitigation for development proposals in areas of unconsolidated fill, and areas subject to seasonal high groundwater tables or other potentially unstable soils. **RDR**

#### **PH 2.3 Roads, Bridges, and Utility Lines**

Ensure that the design and engineering of new roads, bridges and utility lines (public and private) that cross active or potentially active fault traces, streams, or other areas of high seismic risk are resilient to the potential hazards posed by ground movement along these corridors. **SO RDR**

#### **PH 2.4 Slope Restrictions**

Restrict development on steep slopes and on slopes susceptible to landslides and soil creep. Slopes of 10 to 30 percent may be suitable for low intensity, low

density development, subject to site-specific review and approval. Slopes greater than 30 percent, areas of high landslide risk, and areas with highly expansive soils on slopes greater than 10 percent are not suitable for development and will remain open space. **RDR**

### **PH 2.5 Geologic Hazards Reports**

Require geologic hazards reports for all new development applications to assess potential geologic hazards and to determine if these hazards can be adequately mitigated. **RDR**

### **PH 2.6 Erosion and Deposition Control**

Require all new development proposals to include a site plan detailing appropriate methods of erosion and deposition control during site development and subsequent use. **RDR**

### **PH 2.7 Hazardous Building Inspection**

Inspect buildings to identify, abate, or mitigate existing hazardous structures. **MPSP**

### **PH 2.8 Unreinforced Masonry (URM) Buildings**

Continue to implement Article VI. Seismic Safety of the Gilroy City Code to improve the safety of the city's Unreinforced Masonry (URM) buildings. **MPSP**

### **PH 2.9 City Facility Upgrades**

Strive to seismically upgrade existing City facilities that do not meet current building code standards. **SO**

## **Flood Hazards**

Most of Gilroy is not within a 100-year floodplain, but careful planning will be needed to ensure new development does not occur in floodplains or effectively mitigates the risk. Policies in this section specify the restrictions on development in flood-prone areas and describe the measures needed to minimize flood risk in developed areas.

### **Goal PH 3**

Protect life and minimize property damage from potential flood hazards.

### **PH 3.1 Development Restrictions in Flood Areas**

Ensure all new development on publicly and privately owned land within flood prone, mudslide, or flood related erosion areas (as indicated by the Federal Emergency Management Agency in the flood hazards zones or in Ordinance no. 2017-01) incorporate uniform enforceable measures that reduce losses due to flood related hazards to an acceptable level of risk. **RDR**

**PH 3.2 Floodway Use**

Discourage the construction of expensive flood prevention facilities by leaving floodways in agricultural and recreational uses. **RDR**

**PH 3.3 Flood Control Costs**

Minimize the long-term public costs of flood control improvements. **SO** **FB**

**PH 3.4 Multiple Use of Flood Control Projects**

Coordinate with Valley Water to design flood control measures and drainage channel improvements to serve multiple uses, including: recreational open space; trails; bikeways; groundwater recharge; protection and restoration of riparian vegetation and wildlife habitats; and enhancement of scenic qualities.

**SO**

**PH 3.5 Drainage Channel Design**

Design new drainage channels with gently sloping and curving banks to maximize safety, ease of maintenance, and natural appearance. To the greatest extent feasible, use riparian vegetation to stabilize the banks and to landscape the channels in a manner that is natural in character and easy to maintain, creating a scenic asset for the enjoyment of City residents. **SO**

**PH 3.6 Permeable Surfaces for Runoff Reduction and Absorption**

Require new development to include landscaped areas for reducing runoff and increasing runoff absorption capacities and encourage the use of permeable paving materials. **RDR**

**PH 3.7 Erosion Control in Hillside Areas**

Require new developments in hillside areas to retain and protect areas of native vegetation to help reduce erosion and slow the speed of rainfall runoff, thereby retaining the hillside areas' natural flood control characteristics. Ensure that retention and protection of vegetated areas is also in keeping with fire hazard management goals. **RDR**

**PH 3.8 FEMA Coordination**

Coordinate with the Federal Emergency Management Agency (FEMA) to ensure that Federal Insurance Rate Maps correctly depict flood hazards in the city. **IGC**

## **Wildfire Hazards**

Hilly areas in the northern and western portions of the city, as well as the adjacent areas outside of the city limits, are prone to wildfires. Gilroy is susceptible to wildfires in the "wildland-urban interface" areas of Gilroy. In addition, wildfires nearby could lead to heavy smoke conditions in Gilroy that would require emergency management. Policies in this section are designed to minimize urban wildfire risks through public education, fire

prevention codes, and hillside management practices that reduce the potential for wildfires.

### Goal PH 4

Protect life and minimize potential property damage from wildfires in the wildland/urban interface area and hazardous fire areas.

#### PH 4.1 Fire Hazard Severity Zones

Ensure development in the Gilroy wildland/urban interface area conforms to the most current standards for wildfire protection. **RDR**

#### PH 4.2 Development Review

Provide plan checks for new construction, remodels, tenant improvements, and demolitions to ensure compliance with applicable life safety and fire protection system requirements, including special requirements for fire safety in areas with wildfire risk. **RDR**

#### PH 4.3 Roofing Requirements

Require "Class A" fire-rated roofs on all new construction or re-roofing in the following areas:

- west of Santa Teresa Boulevard, and south of Mantelli Drive
- west of Rancho Hills Drive

In all other areas, "Class C" or better fire rated roofs shall be required for new construction and re-roofing. **RDR**

#### PH 4.4 Hillside Areas

Require development in hillside areas to comply with the fire hazard policies and codes adopted into the Gilroy Fire Code for wildland/urban interface areas. **RDR**

#### PH 4.5 Fire Safety Education and Training

Provide information on wildfire safety and prevention to raise public awareness on fire hazard issues and encourage preventive measures. **PI**

## Hazardous Materials

Hazardous materials are toxic, ignitable, corrosive, or reactive substances that can cause harm to people. Existing and potential problems related to hazardous materials include water and soil contamination, health hazards from existing or historical land uses that use or generate hazardous materials, and the improper disposal of hazardous materials by business, industry, and individual households. Policies in this section are designed to establish strategies to minimize exposure to hazardous materials through the

documentation, monitoring, clean-up, and re-use of hazardous material sites; and the implementation of best practices for the routine use, storage, transport, and disposal of hazardous materials.

## Goal PH 5

Protect people and environmental resources from contaminated hazardous material sites and minimize risks associated with the use, storage, transport, and disposal of hazardous materials.

### PH 5.1 Hazardous Materials and Waste Inspections

Provide inspections to ensure compliance with local, State, and Federal regulations and to reduce the risks associated with the use, handling, and storage of hazardous materials and wastes. **SO**

### PH 5.2 Hazardous Waste Reduction

Minimize the potential hazards posed by the storage and transport of hazardous materials and waste by encouraging source reduction and waste minimization. **MPSP**

### PH 5.3 Industrial Wastewater Pretreatment Program

Continue to implement the Pretreatment Program for industrial and commercial wastewater. **MPSP**

### PH 5.4 Hazardous Materials Storage Ordinance

Continue to regularly inspect activities that store and/or use hazardous materials, including above-ground and underground storage tanks and related equipment, to ensure compliance with the City's Hazardous Materials Storage Ordinance. **MPSP**

### PH 5.5 Household Hazardous Waste Collection Facility Use

Educate and encourage the community to use the transfer facility for hazardous wastes from households, small businesses, and government agencies located near the San Martin Airport. **IGC**

### PH 5.6 Hazardous Soils Conditions Clean-up

Evaluate new development sites for potential hazardous soils conditions. In cases where contamination is identified, require that all necessary mitigation measures are incorporated into the project to ensure there is no public health danger. When appropriate, refer the project to the proper County or State agency for review. **RDR**

### PH 5.7 Buffers and Setbacks

Review applications for commercial and industrial uses that involve the use, storage, and transport of hazardous materials to determine the need for buffer

zones or setbacks to minimize risks to homes, schools, community centers, hospitals, and other sensitive uses. **RDR**

### **PH 5.8 Sensitive Uses**

Review applications for new residential, schools, community centers, hospitals, and other sensitive uses to identify potential implications for existing nearby businesses using, storing, or transporting hazardous materials. Such implications may include future limitations on the use of such materials by the businesses.

## **Noise**

Exposure to excessive noise can impact the health and quality of life of residents and employees. Excessive noise can cause hearing loss, stress, hypertension, sleep disturbance, and fatigue. There are many sources of noise in Gilroy, from industrial uses to highway traffic and rail lines. Policies in this section are designed to minimize human exposure to excessive noise by evaluating noise exposure risks and incorporating appropriate mitigation measures.

### **Goal PH 6**

Protect Gilroy residents from exposure to excessive noise and its effects through appropriate mitigation measures and responsive land use planning, especially in regard to noise-sensitive land uses such as schools, hospitals, and housing for seniors.

#### **PH 6.1 Noise and Land Use**

Establish a physical development pattern that is compatible with the noise environment of Gilroy, ensuring that residential neighborhoods and park areas are the quietest areas in the community. **MPSP**

#### **PH 6.2 Noise Standard Consistency**

Review development proposals to assure consistency with noise standards, using the Future Noise Contours map to determine if additional noise studies are needed for proposed development. **RDR**

#### **PH 6.3 Maximum Permissible Noise Levels**

Ensure that outdoor and indoor noise levels are within the maximum permitted levels. Prohibit further development of sensitive uses in areas where the current or projected future noise levels exceed these standards and feasible mitigation is not available to reduce the noise level to meet the standards identified in Table 9-1. **RDR**

#### **PH 6.4 Noise Study and Mitigation**

Require proposed development projects in areas where future residents or visitors may be exposed to major noise sources (e.g. roadways, rail lines,

industrial activities) to conduct an environmental noise analysis. The noise analysis shall determine noise exposure and noise standard compatibility with respect to the noise standards identified in Table 9-1 and shall incorporate noise mitigation when located in noise environments that are not compatible with the proposed uses of the project. **RDR**

**PH 6.5 Acoustical Design**

Consider the acoustical design of projects in the development review process to reduce noise to an acceptable level. Ensure that noise mitigation features are designed and implemented in an aesthetically pleasing and consistent manner.

**RDR**

**PH 6.6 Setbacks and Earth Berms**

Require landscaped setbacks and earth berms as an alternative to soundwalls where feasible to buffer noise along major thoroughfares and rail lines adjacent to residential areas. Where an adequate setback and earth berm is not feasible, a masonry wall screened with drought tolerant, low maintenance landscaping will be required. **RDR**

**PH 6.7 Residential Noise Standards**

Require the design of new residential development to comply with the noise standards found in Table 9-1. Maximum outdoor sound levels for residential properties shall be 60 dBA  $L_{DN}$ , in areas where outdoor use is a major consideration (e.g., backyards in single family housing and common recreational areas in multi-family developments). In the Downtown Specific Plan Area, the maximum outdoor noise level in common recreation areas of multi-family residential uses shall be 65 dBA  $L_{DN}$ . In outdoor use areas where the City determines that maintaining the outdoor noise levels mentioned above cannot be achieved after the application of reasonable and feasible mitigation, a level of up to 70 dBA  $L_{DN}$  may be permitted, if the following findings are made:

- That feasible sound attenuation measures have been incorporated in the project design;
- That potential noise levels are part of the developer's disclosure to future residents;
- That interior noise limits established by the General Plan are strictly maintained; and
- Potential noise levels will not jeopardize the health, safety, and general welfare of the public. **RDR**

### **PH 6.8 Incremental Noise Impacts of Commercial and Industrial Development**

Review of proposed new or expanding commercial and industrial development shall consider potential noise impacts on nearby residential uses and, as necessary, shall require noise mitigation measures as a condition of project approval. **RDR**

### **PH 6.9 Transportation Noise**

Consider potential noise impacts when evaluating proposals for transportation projects, including road, freeway, and transit projects, and incorporate mitigation measures to meet General Plan standards. **RDR IGC**

### **PH 6.10 Construction Noise**

Require proposed development projects subject to discretionary approval to assess potential construction noise impacts on nearby sensitive uses and to minimize impacts on those uses, to the extent feasible. **RDR IGC**

### **PH 6.11 Construction and Maintenance Noise Limits**

Limit the hours of construction and maintenance activities to the less sensitive hours of the day (7:00am to 7:00pm Monday through Friday and 9:00am to 7:00 pm on Saturdays). Construction hours that vary from these timeframes may be approved by the Building Official, in conformance with Article XVI. Hours of Construction of the Gilroy City Code. **RDR**

### **PH 6.12 Vibration Impact Assessment**

Require a vibration impact assessment for proposed development projects in which heavy-duty construction equipment would be used (e.g. pile driving, bulldozing) within 200 feet of an existing structure or sensitive receptor. If applicable, require all feasible mitigation measures to be implemented to ensure that no damage or disturbance to structures or sensitive receptors would occur. **RDR**

### **PH 6.13 Transportation Vibration**

Require proposed residential and commercial projects located within 200 feet of existing major freeways and railroad lines (e.g. freight, Amtrak, and Caltrain) to conduct a ground vibration and vibration noise evaluation consistent with City-approved methodologies (e.g. Caltrans, Federal Transportation Authority). **RDR**

**TABLE 9-1**

**City of Gilroy Maximum Permitted Outdoor and Indoor Noise Levels**

<b>Land Use Category</b>	<b>Maximum Outdoor L<sub>DN</sub> (dBA)</b>	<b>Maximum Indoor L<sub>DN</sub> (dBA)</b>
Residential	60 <sup>1</sup>	45 <sup>1</sup>
Commercial	65	61
Industrial	76	see note 2

L<sub>DN</sub> - The Day/Night Average Sound Level. Day-night average sound level-the 24 hour A-weighted equivalent sound level, with a 10 decibel penalty applied to nighttime levels.

<sup>1</sup>The Outdoor sound levels for residential properties shall be held to 60-dBA L<sub>DN</sub>, or a maximum of 70-dBA if ALL of the following FINDINGS can be made:

- That feasible sound attenuation measures have been incorporated in the project design;
- That potential noise levels are part of the developer’s disclosure to future residents;
- That interior noise limits established by the General Plan are strictly maintained; and
- Potential noise levels will not jeopardize the health, safety, and general welfare of the public.

<sup>2</sup> The indoor standards for industrial land uses have been set by the Occupational Safety and Health Administration. The maximum level to be exceeded no more than 10 percent of the time (L10) is 65 dBA, while the maximum level to be exceeded no more than 50 percent of the time (L50) is 60 dBA.

## Implementation Programs

<b>Table 9-2: Potential Hazards Implementation Programs</b>	<b>2021-2023</b>	<b>2024-2028</b>	<b>2029-2040</b>	<b>Annual</b>	<b>Ongoing</b>
<p><b>1. Seismic Retrofit Feasibility Study for City Facilities</b>                      Prepare a study to identify all existing City facilities that do not meet current building code seismic standards. The City will use the study to prioritize the funding of capital improvement projects.</p> <p><b>Implements Policy:</b> PH 2.9  <b>Responsible Department:</b> Community Development</p>		X			
<p><b>2. Flood Control Ordinance</b>                      Review and maintain the City’s Flood Control Ordinance as needed to regulate construction within flood zones. The ordinance should be reviewed if there are significant changes to the FEMA flood zones map.</p> <p><b>Implements Policy:</b> PH 3.1  <b>Responsible Department:</b> Community Development</p>	X	X	X		
<p><b>3. Zoning Ordinance Noise Standards</b>                      Revise the City’s Zoning Ordinance to incorporate noise/land use compatibility standards as a basic requirement of new development, and to prohibit new noise-sensitive uses in areas where the noise level exceeds the relevant standard and cannot be adequately mitigated.</p> <p><b>Implements Policy:</b> PH 6.1  <b>Responsible Department:</b> Community Development</p>	X				

**Table 9-2: Potential Hazards Implementation Programs**

	2021-2023	2024-2028	2029-2040	Annual	Ongoing
<p><b>4. Hazardous Waste Education Program</b> Provide education to the public on the dangers of and ways to properly dispose of hazardous waste. Develop a coordinated, visually-appealing outreach campaign. Provide the information in the City’s quarterly newsletter, on public access television, and through other venues to educate the public.</p> <p><b>Implements Policy:</b> PH 5.7 <b>Responsible Department:</b> Community Development</p>					X
<p><b>5. Post Disaster Recovery Plan</b> The City shall prepare a Post-Disaster Recovery Plan following the County’s adoption of their Recovery Framework.</p> <p><b>Implements Policy:</b> PH 1.6, PH 1.8 <b>Responsible Department:</b> Administration</p>		X			
<p><b>6. Maintain National Flood Insurance Program Compliance</b> The City shall maintain good standing and compliance under the National Flood Insurance Program (NFIP) through the implementation of floodplain management programs that will, at a minimum, meet the requirements of the NFIP, including enforcement of the flood damage prevention ordinance, participate in floodplain identification and mapping updates, and provide public assistance/information on floodplain requirements and impacts.</p> <p><b>Implements Policy:</b> PH 3.1, PH 3.8 <b>Responsible Department:</b> Public Works</p>					X

Table 9-2: Potential Hazards Implementation Programs		2021-2023	2024-2028	2029-2040	Annual	Ongoing
<b>7. Map Abandoned Oil and Gas Wells</b>	Identify and map in the City GIS abandoned oil and gas wells.		X			
<b>Implements Policy:</b>	PH 2.5					
<b>Responsible Department:</b>	Community Development					

10

**Environmental  
Justice**



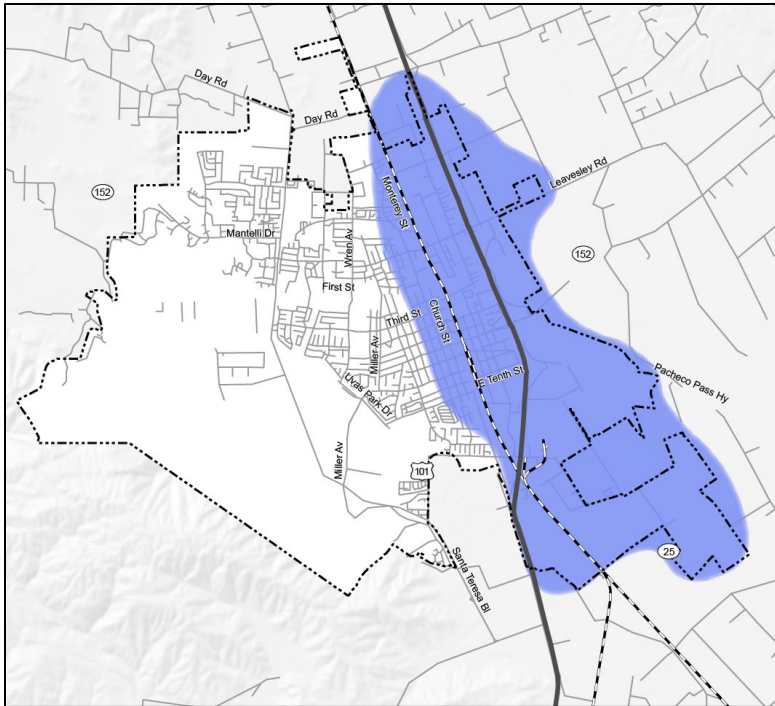
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## **Introduction**

Environmental justice is "...the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies." Today, and throughout much of California and United States history, communities with lower incomes, lower levels of education, and higher proportions of minority residents often bear a disproportionately large burden of exposure to environmental hazards. These environmental inequities are largely a result of land use policy and zoning regulations (e.g., residential uses located adjacent to industrial uses) that have led some communities to experience higher levels of exposure to air and water pollution. Environmental justice laws seek to address these inequities. California Senate Bill 1000, enacted in 2016, requires general plans adopted after January 2018 to include an environmental justice element, or related goals, policies, and objectives, integrated in other elements. Environmental justice objectives and policies should seek to reduce the unique or compounded health risks in disadvantaged communities through strategies such as reducing pollution exposure, improving air quality, and promoting public facilities, food access, safe and sanitary homes, and physical activity; promote civil engagement in the public decision-making process; and prioritize improvements and programs that address the needs of disadvantaged communities.

To assist in identifying disadvantaged communities, the California Environmental Protection Agency developed an analytical tool, CalEnviroScreen 3.0, which uses 20 different indicators that provide health, environmental, and socioeconomic measures. These indicators are combined to produce individual scores for each census tract throughout California. Census tracts scoring in the 75th percentile or higher are designated as disadvantaged communities. Health, environmental, and socioeconomic indicators for two census tracts in Gilroy ranked at or above the 75<sup>th</sup> percentile include pesticide use, traffic, drinking water contaminants, effects from solid waste sites and facilities, asthma, cardiovascular disease, unemployment, and linguistic isolation. Using these two census tracts as a starting point, the City then broadened the boundaries of the area to more accurately reflect potentially impacted neighborhoods. For planning purposes, the City refers to this area as the Equity and Engagement District (EED), shown in Figure 10-1, which is the focus of the Environmental Justice goals, policies, and programs

**Figure 10-1  
Equity and Engagement District**



Many policies that would address environmental impacts and improve the quality of life for residents living in the EED are already present in other elements of the General Plan. Table 10-1 below provides a list of these policies. The goals, policies, and programs in the Environmental Justice Element aim to fill the gaps and ensure that the General Plan fully addresses the needs of the residents within the EED and the rest of the city.

**Table 10-1: Policies in Other Elements Supporting Environmental Justice Efforts**

<b>Outreach and Inclusion in the Decision-Making Process</b>		
M 3.10	Public Involvement	Page M-17
PFS 9.5	Community Engagement	Page PFS-15
<b>Infrastructure Accessibility, Design, and Maintenance</b>		
M 2.1	Serving All Users	Page M-14
M 3.1	Roadway Design	Page M-15
M 3.3	Sidewalk Network Gaps	Page M-16
M 3.4	Bicycle and Pedestrian Path Network	Page M-16

M 3.5	Bicycle and Pedestrian Transportation Plan	Page M-16
M 3.6	Bicycle and Pedestrian Priority	Page M-16
M 3.9	Bicycle Parking	Page M-17
M 3.10	Public Involvement	Page M-17
M 3.13	Road Maintenance and Bicycles	Page M-17
M 3.14	Safe Routes to School	Page M-17
M 3.16	Pedestrian Signage	Page M-18
M 3.17	Traffic Impact Fee for Bicycle/Pedestrian Improvements	Page M-18
M 5.6	Road Maintenance	Page M-21
NCR 3.6	Bicycle Infrastructure Expansion	Page NCR-9
LU 8.1	Community Beautification	Page LU-34
PFS 7.2	Sidewalk Maintenance	Page PFS-12
PFS 7.5	Street Trees	Page PFS-12
<b>Managing Environmental Concerns</b>		
PFS 3.1	Water System Master Plan	Page PFS-7
PFS 3.2	Urban Water Management Plan	Page PFS-7
PFS 3.5	Water Quality	Page PFS-7
PFS 3.7	Water System Reliability	Page PFS-8
PFS 4.1	Wastewater System Master Plan	Page PFS-8
PFS 5.1	Storm Drain Master Plan	Page PFS-10
NCR 4.1	Consistent Standards	Page NCR-12
NCR 4.2	Pollution Prevention	Page NCR-12
NCR 4.3	Drinking Water Quality	Page NCR-12
M 1.4	Residential Traffic	Page M-12
PH 6.1	Noise and Land Use	Page PH-11
PH 6.6	Setbacks and Earth Berms	Page PH-12
PH 6.9	Transportation Noise	Page PH-13

<b>Job Training and Development</b>		
EP 1.5	Training Facilities and Programs	Page EP-4
EP 2.1	Employment Recruitment	Page EP-5
EP 3.4	Development Incentives	Page EP-7
EP 3.5	Business Support Services	Page EP-7
EP 8.2	Jobs to Employed Resident Ratio	Page EP-13
<b>Affordable and Fair Housing</b>		
EP 1.6	Workforce Housing	Page EP-4
<b>Public Transit</b>		
M 4.1	Access to Transit	Page M-19
M 4.7	Santa Clara Valley Transportation Authority (VTA)	Page M-20
M 4.8	Updated Transit Plan	Page M-21
<b>Provision of Public Facilities and Services</b>		
PFS 1.1	Public Facilities and Development	Page PFS-4
PR 1.2	Healthy Community	Page PR-6
PR 1.3	Parks and Recreational System Master Plan	Page PR-7
PR 1.10	Facility Distribution	Page PR-8
PR 2.1	Recreational Needs	Page PR-10
<b>Policies from the Housing Element</b>		
H-1.4	The City shall support the development of workforce housing to enable the manufacturing workforce to live in the community.	Page H-4
H-2.1	The City shall encourage the provision of new affordable housing.	Page H-4
H-2.2	The City shall provide incentives for affordable housing, including but not limited to the density bonus ordinance, expedited project review, and Affordable Housing Exemption in the Residential Development Ordinance.	Page H-4

H-2.3	The City shall support homeownership opportunities for low- and moderate-income households.	Page H-4
H-2.4	The City shall encourage partnerships between non-profit and for-profit housing developers to encourage affordable housing production.	Page H-4
H-2.5	The City shall continue to require 15 percent of new housing in the Neighborhood District to be affordable to very low-, low-, and moderate-income households.	Page H-4
H-2.6	The City shall consider the development of single-room occupancy units, studio apartments, and other similar unit types that are affordable to extremely low-income residents in higher-density areas of the city.	Page H-4
H-2.7	The City shall continue to participate in programs that assist lower- and moderate-income households to secure affordable housing, such as the County’s Mortgage Credit Certificate program, Section 8 rental voucher programs, and the Housing Trust Fund of Santa Clara County.	Page H-5
H-3.2	The City shall strive to preserve the affordability of existing below market rate housing units.	Page H-5
H-4.1	The City shall encourage housing opportunities for special needs groups, including: seniors; persons with disabilities, including developmental disabilities; the homeless; large households; single female-headed households; and farmworkers.	Page H-5
H-4.2	The City shall encourage the development, rehabilitation, and preservation of affordable and market-rate housing for seniors, particularly in neighborhoods that are accessible to public transit, commercial services, and health and community facilities.	Page H-5
H-4.3	The City shall support efforts to provide emergency shelter, transitional housing, and permanent supportive housing for homeless persons and those at risk of homelessness.	Page H-6

H-4.4	The City shall support the development of permanent and seasonal farmworker housing in appropriate areas of the city.	Page H-6
H-5.1	The City shall promote fair housing standards.	Page H-7
H-5.2	The City shall refer discrimination complaints to Project Sentinel or other organizations that address housing discrimination.	Page H-7
H-6.1	The City shall consolidate and disseminate housing related resources to provide better access to information on available housing programs and affordable housing units.	Page H-7
H-6.2	The City shall encourage the production of secondary units in single family districts through outreach and educational materials.	Page H-7

## Community Outreach and Inclusion in the Decision-Making Process

A key component to environmental justice is to proactively encourage involvement of community members who both live and work in the EED in the public decision-making process, especially those residents most impacted by pollution, toxins, and other environmental problems. Facilitating community outreach during the decision-making process also helps City leadership understand where their constituents’ priorities lie, which will help City leaders prioritize resources to address issues that are most critical to resolve and most relevant to improving the day-to-day lives of residents.

The purpose of this section is to ensure residents are informed of and have a say in City decisions that may impact their health and well-being. This section addresses public outreach strategies that ensure the consideration and inclusion of all neighborhoods in the decision-making process.

### Goal EJ 1

To encourage involvement of all Gilroy neighborhoods in the public decision-making process.

- EJ 1.1 Translation at Public Meetings**  
Provide Spanish translation at public meetings, as requested.
- EJ 1.2 Translation for Public Notices**  
Publish public meeting notices in English and Spanish.
- EJ 1.3 Assess Community Priorities**  
Consult with local community leaders to ensure community priorities are being addressed.
- EJ 1.4 Meeting Accessibility**  
Strive to schedule public meetings at convenient times and in different locations around the City to bring discussion of City issues to all neighborhoods in Gilroy.
- EJ 1.5 Consider All Neighborhoods**  
When updating a citywide plan or a regional plan that covers the entire city, incorporate consideration for the viewpoints and concerns of all neighborhoods within Gilroy.
- EJ 1.6 Public Outreach Materials**  
Strive to make public outreach and education materials available online and in-person, in Spanish and English, and accessible to Gilroy neighborhoods.



### **EJ 1.7 Accessibility and Transparency**

Report and summarize findings from studies or evaluations that impact the health and well-being of all neighborhoods within Gilroy. Materials produced for this purpose should be designed and written in a way that is easily accessible to the public.

## **Access to Health Care and Healthy Foods**

Access to health care and healthy foods is a critical component of community health. Policies in this section address accessibility to mental health services, health and wellness education, as well as support to local food vendors to provide healthy foods to their customers.

### **Goal EJ 2**

To improve access to healthy foods, health services, and resources to enhance quality of life.

#### **EJ 2.1 Supply Healthy Foods**

Encourage the County of Santa Clara Public Health Department to assist local vendors such as markets and convenience stores in supplying fresh produce for their customers.

#### **EJ 2.2 Economic Incentives**

Explore opportunities for the creation of economic incentives for local retail vendors to bring healthy foods to underserved areas.

#### **EJ 2.3 Farmer's Markets**

Encourage and facilitate the establishment of one or more farmer's markets in Gilroy.

#### **EJ 2.4 Accept EBT Payments at Farmer's Markets**

Work with Farmer's Market vendors to accept payment through Electronic Benefit Transfer (EBT), which allows residents in the Supplemental Nutrition Assistance Program (SNAP) and the Special Supplemental Nutrition Program for Women, Infants, and Children (WIC) to purchase foods with their program benefits.

#### **EJ 2.5 Mental Health Services**

Encourage the County of Santa Clara Behavioral Health Services to improve city resident access to and awareness of resources for mental health services, substance use services, and suicide prevention.

**EJ 2.6 Health and Wellness Education**

Encourage the County of Santa Clara Public Health Department to provide health education such as wellness classes, healthy cooking classes, as well as to raise awareness of healthy habits and other current public health issues.

## Managing Environmental Concerns

This section addresses environmental concerns related to air and noise pollution. Policies in other elements of the General Plan address water quality concerns through infrastructure improvements. Most of the City has been built out, making it difficult to change the location of existing industries or build noise-reduction structures around existing homes and businesses. Most of the policies in this section promote retrofitting existing homes to filter out air contaminants and outside noise.

### Goal EJ 3

To reduce noise and air pollution impacts in residential areas.

**EJ 3.1 Air Purification Home Retrofit Program**

Explore the feasibility of a program to provide residents the resources to retrofit their homes to filter air contaminants and purify the air inside.

**EJ 3.2 Noise Reduction Retrofit Program**

Explore the feasibility of a program to provide residents the resources to retrofit their homes with noise reduction features.

**EJ 3.3 Noise Attenuation for Existing Development**

Explore the feasibility of constructing sound walls or vegetative buffers between U.S. Highway 101 and residential neighborhoods adjacent to U.S. Highway 101.

## Job Training and Development

Income burden can negatively influence physical health and overall well-being. Residents working multiple jobs may not have time for exercise or cooking healthy meals. Not having enough disposable income can cause families to make difficult decisions, such as deciding whether to buy healthy food or pay rent. Improving access to well-paying jobs and increasing earning potential can fundamentally improve the well-being of residents by eliminating the need to choose between food or rent. This section addresses the provision of and access to job training programs.

## Goal EJ 4

Encourage the growth and development of retail, office, service, and entertainment uses in Gilroy to provide jobs, support City services, and make Gilroy an attractive place to live.

### **EJ 4.1 Financial and Employment Assistance**

Encourage the County of Santa Clara Department of Employment and Benefit Services to improve city resident access to and awareness of available financial and employment assistance.

### **EJ 4.2 Employment Training**

Encourage organizations such as Gavilan Adult Career Education Services (ACES), the Gilroy Unified School District, and local non-profit organizations to improve city resident access to and awareness of available employment training resources.

## Implementation Programs

<b>Table 10-2: Environmental Justice Implementation Programs</b>	<b>2021-2023</b>	<b>2024-2028</b>	<b>2029-2040</b>	<b>Annual</b>	<b>Ongoing</b>
<p><b>1. Translation</b> Develop a program of phased implementation of Spanish translation of public meeting notices and translation provided at public meetings.</p> <p><b>Implements Policies:</b> EJ 1.1, EJ1.2</p> <p><b>Responsible Department:</b> Communication &amp; Engagement Manager</p>	X				X
<p><b>2. Community Engagement Program</b> Provide opportunities for City Council, Planning Commission, and City staff and residents to communicate and engage throughout the year. Examples of such events include “coffee with city leaders” and community forums and meetings.</p> <p><b>Implements Policies:</b> EJ 1.3</p> <p><b>Responsible Department:</b> Communication &amp; Engagement Manager</p>					X
<p><b>3. Maintain List of Meeting Facilities</b> Create and periodically update the City’s website to maintain a current list of meeting facilities located throughout Gilroy.</p> <p><b>Implements Policy:</b> EJ 1.4</p> <p><b>Responsible Department:</b> Recreation</p>	X				X
<p><b>4. Farmer’s Market Vendor Resources</b> Encourage and facilitate the establishment of farmer’s markets in Gilroy. Encourage and help facilitate vendor acceptance of EBT payments.</p> <p><b>Implements Policies:</b> EJ 2.3, 2.4</p>	X				

<b>Table 10-2: Environmental Justice Implementation Programs</b>		<b>2021-2023</b>	<b>2024-2028</b>	<b>2029-2040</b>	<b>Annual</b>	<b>Ongoing</b>
<b>Responsible Department:</b>	Economic Development					
<b>5. Home Retrofit Program</b>	Study the potential of a program to provide residents the resources and financing mechanisms to retrofit their home to filter out air contaminants and excessive noise. Actively seek and apply for grants that can provide financing for a feasibility study and for implementation of this program.			X		
<b>Implements Policy:</b>	EJ 3.1, 3.2					
<b>Responsible Department:</b>	Community Development					
<b>6. Sound Wall Feasibility Analysis</b>	Coordinate with Caltrans and Valley Transportation Authority to conduct a feasibility analysis on building sound walls along U.S. Highway 101 adjacent to sensitive receptors, e.g., residences and parkland. Actively seek and apply for grants that can provide financing for a feasibility study and for implementation of this program.			X		
<b>Implements Policy:</b>	EJ 3.3					
<b>Responsible Department:</b>	Community Development					
<b>7. Career and Job Fair</b>	Coordinate with the Chamber of Commerce, Gavilan College and other organizations to organize an annual career and job fair with local employers to highlight local employment and employment training opportunities for Gilroy residents.	X			X	
<b>Implements Policy:</b>	EJ 4.2					
<b>Responsible Department:</b>	Economic Development					

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11

**Implementation**



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### **Implementation Plan**

In order for the City’s General Plan to serve its purpose effectively, it must be reviewed, maintained, and implemented in a systematic and consistent manner. This section begins with a summary of the most important programs for implementing the 2040 General Plan, particularly those that need to be undertaken in the first two to three years (2021-2023) after adoption. This is followed by an outline of the process for reviewing and updating the Gilroy 2040 General Plan and a program for monitoring its implementation. The section also outlines requirements for implementing the City’s General Plan consistent with its goals, policies, and programs and provides an overview of the types of actions and tools the City will use to implement the Plan’s policies. It concludes with tables that list specific implementation programs.

### **Priority Implementation Programs**

The General Plan contains a vision and set of goals that are desirable for the community to achieve, even though everything will not be accomplished immediately. The City has identified the following programs as highest priority for implementing the General Plan, particularly in the near term. These have been selected because they are likely to be most effective in transforming city operations and Gilroy’s community character consistent with



the General Plan’s Vision and Guiding Principles; however, the priority of specific actions or programs may change over time as community challenges, opportunities and resources change. As the City implements programs on this priority list, the list will be adjusted to address new challenges facing the city.

- LU-1: Zoning Ordinance
- LU-2: Residential Development Ordinance (RDO)
- LU-7: Downtown Specific Plan Update
- MU-1: National Association of City Transportation Officials Design Guidelines
- EP-2: Economic Development Strategic Plan
- EP-3: Business Development Targets
- PFS-1: Capital Improvement Budget
- NCR-1: Riparian Setback Policy
- NCR-9: Historic Preservation Ordinance
- PH-2: Flood Control Ordinance

These, plus additional implementation programs, are included in each element of the General Plan.

## **Administering the General Plan**

The City will implement the General Plan through policy decisions, ordinances and regulations, and future action plans consistent with the General Plan. The General Plan is a dynamic document that should be revised to reflect changing circumstances and priorities in the city. The City is responsible for tracking, reporting and evaluating its progress in implementing the General Plan. State law provides direction on how cities can maintain the General Plan as a contemporary policy guide. It requires the City to report annually on “the status of the plan and progress in its implementation” (Government Code Section 65400). The City must file annual progress reports on the implementation of the General Plan with the local legislative body, Governor’s Office of Research and Planning (OPR), and the Department of Housing and Community Development.

### **GENERAL PLAN MAINTENANCE AND MONITORING**

The City is committed to annually reviewing its progress in implementing the goals and policies of the General Plan. Since many of the factors and issues that the General Plan addresses change from year-to-year, an annual review and reporting of implementation will help ensure the City is moving forward to achieve the Plan's vision. This review will report on the status of each specific implementation program in the General Plan and take into account the availability of new implementation tools, changes in funding sources, and feedback from Plan monitoring activities.

### **FIVE YEAR REVIEW**

At least once every five years, the City will thoroughly review the General Plan and revise and update it as necessary. This review and update process will encompass the entire General Plan including the Background Report and Policy Document goals, policies, and implementation programs.

### **GENERAL PLAN AMENDMENTS**

As conditions and needs change, the City will need to consider proposed amendments to the General Plan. Like the adoption of the General Plan itself, general plan amendments are subject to environmental review, public notice, and hearing requirements and must not create inconsistencies with other parts of the plan. Some of these will be policy changes, while many will likely be changes to the Land Use Diagram. Each of the changes will need to be carefully evaluated not only for merit and potential impact, but also for consistency with the rest of the General Plan. State law requires that the general plan be an integrated and internally consistent set of goals, policies, standards, programs, and diagrams.

## **General Plan Consistency in Implementation**

To ensure that the policies and proposals of the general plan are systematically implemented, State law since the early 1970s has increasingly required that the actions and decisions of each local government concerning both its own projects and the private projects it approves are consistent with its adopted general plan. The courts have supported and furthered this trend through their interpretations of State law.

The General Plan serves as a tool to align City decisions and actions with the community's vision. The General Plan will be implemented through municipal policy decisions, ordinances and regulations, and future actions that are consistent with the General Plan. The following is a list of the City's plans and actions that must be consistent with the General Plan:

- Master Plans
- Specific Plans
- Capital Projects
- Development Agreements
- Subdivision Approvals
- Zoning Approvals
- Development Projects

## **Categories of Implementation Actions/Tools**

The City will implement the policies of the General Plan through many actions and tools that can be grouped according to the eight categories listed below. The two- to four-letter identifiers (*italicized and in parentheses following each policy*) are used in the General Plan to indicate how each policy will be implemented. The identifiers are also used in the Specific Implementation Programs to indicate the type of specific implementation program:

- Regulation and Development Review (RDR)
- City Master Plans, Strategies, and Programs (MPSP)
- Financing and Budgeting (FB)
- Planning Studies and Reports (PSR)
- City Services and Operations (CSO)
- Inter-governmental Coordination (IGC)
- Joint Partnerships with the Private Sector (JP)
- Public Information (PI)

### **REGULATION AND DEVELOPMENT REVIEW (RDR)**

Many General Plan policies are implemented through regulations adopted by the City based on the City's police power to protect the public health, safety, and welfare. City ordinances also create a development review process that provides for City review of individual project proposals and authorizes the City to approve, condition, or deny projects based on their consistency with the General Plan. The following is a list of regulatory procedures, plans, and ordinances commonly used to implement the General Plan:

- Master Plans
- Specific Plans
- Zoning Ordinance
- Subdivision Ordinance
- Building and other codes
- Habitat Conservation Plans

- California Environmental Quality Act (CEQA)
- Development Review

### **CITY MASTER PLANS, STRATEGIES, AND PROGRAMS (MPSP)**

The City has adopted many master plans, specific plans, strategies, and programs focusing City attention on various types of city services and facilities, types of development, or geographic areas. These are prepared to provide more specific direction for city decision-makers, staff, property owners, developers, and the public on how the General Plan will be implemented. They are not elements or components of the General Plan. The following is a list of master plans, specific plans, strategies, and programs that the City has adopted or plans to adopt. Specific implementation programs in the General Plan call for the annual or periodic review of many of these plans, strategies, and programs in addition to adoption of some new plans and strategies:

- Downtown Specific Plan
- Glen Loma Ranch Specific Plan
- Hecker Pass Specific Plan
- Santa Clara Valley Habitat Plan
- First Street Mixed Use Corridor Plan
- Bicycle and Pedestrian Transportation Plan
- Economic Development Strategic Plan
- Civic Center Master Plan
- Urban Water Management Plan
- Communications Master Plan
- Police Strategic Plan
- Parks and Recreation System Master Plan
- Arts and Culture Commission Strategic Plan
- Hazardous Waste Education Program
- Infrastructure Master Plans
- Neighborhood District Specific Plans

### **FINANCING AND BUDGETING (FB)**

The development, maintenance, and operation of public facilities such as buildings, parks and drainage facilities and the provision of City services require financial resources that are derived from various sources. Programming of City capital projects and their funding over time is outlined in the City's Capital Improvement Budget, which is updated biannually. The following is a list of revenue sources used by or available to the City to support development, maintenance, or operation of public facilities and services:

- Property tax
- Sales tax

- User fees
- Development fees
- Quimby Act (Park) dedications
- Business improvement districts
- Community facilities and special assessment districts
- Municipal bonds
- Special taxes
- County, state, and federal funding

### **PLANNING STUDIES AND REPORTS (PSR)**

The City conducts studies and produces reports to collect and evaluate information related to specific issues. These studies and reports are undertaken at the direction of the City Council as needed or are prepared annually to report on the status and implementation of the General Plan or other planning documents.

### **CITY SERVICES AND OPERATIONS (CSO)**

The City provides a broad range of services to its residents, businesses, and visitors and manages and operates its facilities to meet community needs. How the City provides services and carries out its operations makes a significant difference in how effectively the General Plan is implemented.

### **INTER-GOVERNMENTAL COORDINATION (IGC)**

The City must coordinate with numerous local, regional, state, and federal agencies to implement the General Plan. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the General Plan. The following is a partial list of public agencies that may play a role in implementing the General Plan:

- Local agencies such as: Santa Clara County; Santa Clara County Local Agency Formation Commission; Gilroy Unified School District; and other special districts.
- Regional agencies such as: Association of Bay Area Governments; Metropolitan Transportation Commission; and Caltrain.
- State agencies such as: Caltrans; General Services; California Community Colleges; California Environmental Protection Agency; and Native American Heritage Commission.
- Federal agencies such as: U.S. Fish and Wildlife Services; U.S. Army Corps of Engineers; and Federal Emergency Management Agency.

The City recognizes there are unique public and private partnerships. In those instances where there are public and private partnerships, it will involve both inter-governmental

coordination and joint partnerships with the private sector, as described in more detail below.

### **JOINT PARTNERSHIPS WITH THE PRIVATE SECTOR (JP)**

The City can combine its efforts with private sector efforts to improve public service delivery, manage public sector assets, or leverage private sector investment. By expanding the role of the private sector, the City can use its technical, management, and financial resources in creative ways to achieve objectives of the General Plan.

### **PUBLIC INFORMATION (PI)**

The City can use a wide range of tools to keep the city's residents informed of city services or other issues of current interest. Public information can be distributed through media such as brochures, pamphlets, the city's website, social media, workshops, seminars, public access television, radio, newspapers, public hearings, neighborhood and community meetings, and customer service hotlines.

## **Specific Implementation Programs**

Specific implementation programs are listed in the following tables. Similar to the policies, each implementation program is followed by a set of letters that identifies a type of action or tool that the City will use to carry out the implementation program. Following each implementation program is a description of which policy(ies) the program implements, which City department(s) is responsible for implementation, and which department(s) will support the responsible department(s). Finally, to the right of each program is a timeline that identifies when the implementation will be completed.

The implementation program tables are organized as follows:

- Table 2-2: Land Use Implementation Programs
- Table 3-1: Mobility Implementation Programs
- Table 4-1: Economic Prosperity Implementation Programs
- Table 5-1: Housing Implementation Programs
- Table 6-1: Public Facilities and Services Implementation Programs
- Table 7-1: Parks and Recreation Implementation Programs
- Table 8-1: Natural and Cultural Resources Implementation Programs
- Table 8-2: Natural and Cultural Resources; Climate Action Plan Implementation Programs
- Table 9-2: Potential Hazards Implementation Programs
- Table 10-2: Environmental Justice Implementation Programs

Each of the above listed Implementation Program tables are located at the end of each element.