CITY OF GILROY STATION AREA RESILIENCE OPPORTUNITIES CASE STUDY

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EXECUTIVE SUMMARY

Gilroy is in a unique position to take advantage of several future opportunities for local and regional transit expansions and the benefits that entail, including the development of a HSR station in downtown. There are several examples and lessons to be learned from other similar sized cities that have taken advantage of state and other programs to enhance their downtowns. Gilroy can also collaborate with the CHSRA to maximize benefits gained from the incoming HSR station, be it partnering for green infrastructure benefits, expanding regional and local transit, leveraging station city status on grant applications, or other such opportunities. Using the HSR station as a catalyst for downtown revitalization, Gilroy has the opportunity to direct growth to secure a sustainable and resilient future for the City and its residents.

Resilience relates to being able to withstand and recover impacts from the environment – built and natural. The three drivers of urban and community resilience discussed are:

1. Environmental: “Provide and Enhance Protective Natural and Man-Made Assets” and “Support adaptation and mitigation strategies along with hazard-specific response capacity building”.
2. Social: “Promote Cohesive and Engaged Communities”
3. Economic: “Foster Economic Prosperity” and “Supports Livelihoods and Employment”

This case study explores how the City of Gilroy can fully capitalize on the incoming benefits of the high-speed rail station, as well as how to best address existing and future challenges that lie ahead as the City moves to plan for 2040 and beyond, This case study focuses on resilience building opportunities for the City of Gilroy in the case of a Downtown high-speed rail station.

Some themes that this paper discusses at a higher level regarding resilience building for Gilroy are: the conservation of the culture and spirit of Gilroy – particularly in relation to the agricultural and natural lands surrounding the City; addressing climate change impacts – focusing on extreme heat and hydrology (flooding and drought); and transportation and circulation – especially seizing the chance to create an even more convenient local and regional transit hub with transit and rail expansions to the existing Downtown Caltrain station area. A bigger piece that is discussed is the opportunities with housing, jobs, and commuting; touching on the chance to create a community with more diverse housing, employment, and commute options for residents. Making progress towards becoming a more resilient and sustainable city is difficult. However, these are also steps towards creating a more equitable city. Collaborating with other local, regional, and state stakeholders can help Gilroy reach the shared goal of creating a better future for all.

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CHAPTER 1. INTRODUCTION AND CITY OF GILROY AREA CONTEXT

The City of Gilroy is located at the southern tip of Santa Clara County, in the Santa Clara Valley between the Diablo and Santa Cruz mountain ranges. The City is within a short driving distance of Monterey Bay, Santa Cruz, San Jose, the San Joaquin Valley, and the greater San Jose-San Francisco Bay Area. Due to this unique location, the City and its approximately 56,000 residents have significant overlapping relationships with both the agriculture industry as well as the high-tech industry. These characteristics and location present an interesting case study opportunity among California's high-speed rail station cities. By passing Measure H in 2016, which instituted an urban growth boundary (UGB) around the City with 66.3% of the vote, the residents of the City supported the protection of the area's traditional agriculture, food industries, and open spaces. These lands outside the city provide services not only to the citizens of Gilroy, but also many ecological and environmental services. This includes habitat preservation, maintaining wildlife corridors and connectivity, maintaining resilient natural infrastructure such as floodplains, providing mitigation services such as carbon sequestration, among many other services.

On the other side of the coin, although Gilroy may not have currently attracted Silicon Valley tech giants, the proximity to Silicon Valley's booming tech industry as well as rich agricultural lands offer opportunities to develop a diverse mix of smaller businesses and start-ups in the future with the increase in accessibility due to the arrival of a high-speed rail connection. In addition, with the recent start of negotiations between the City of San Jose and Google regarding a downtown San Jose Google campus, it is likely that Gilroy will feel effects from this development with additional population growth and demand for housing.

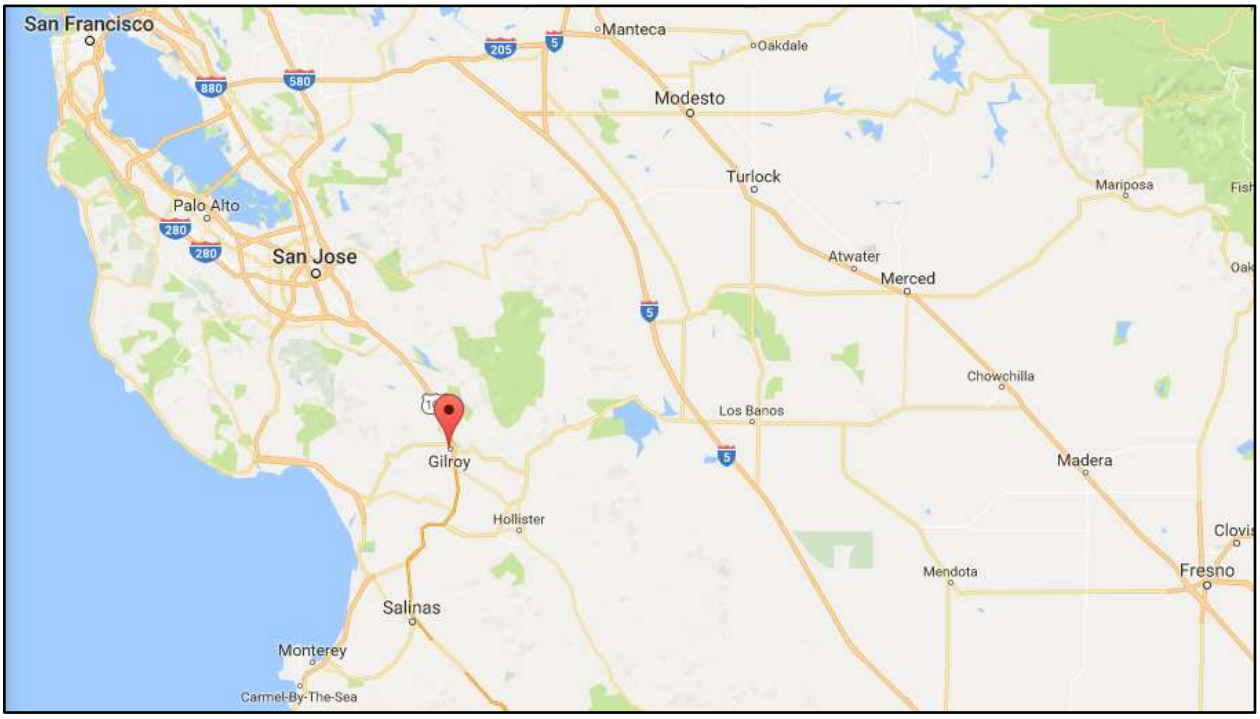

Figure 1 Map showing Gilroy and surrounding areas

The high-speed rail (HSR) station in the City of Gilroy is one of the stations slated for completion in Phase One of the California High-Speed Rail project. In preparation for the high-speed rail project and station area development, the City has completed:

- Downtown Visioning Report (February 2012)[1],
- Opportunities and Constraints Report (October 2015)[2]
- Alternatives Analysis Report (May 2016)[3]

The City is also in the process of:

- 2040 General Plan[4] update
- Downtown Specific Plan update (last updated in 2005)[5]
- Developing a Climate Action Plan concurrently with their updated 2040 General Plan (an Interim Climate Action Plan was adopted in 2012)[6].

Some other programs and plans that the City is involved in are:

- Santa Clara County Climate Action Plan[7]
- City of Gilroy Hazard Mitigation Plan (contained within the Association of Bay Area Government's "Taming Natural Disasters" report)[8]
- Silicon Valley Community Choice Energy Plan[9]
- HERO/PACE[10] funding programs

Using the high-speed rail as a base for future public transit service and rail expansion, Gilroy has a unique and exciting opportunity for additional local and regional development. There are proposed regional rail expansion projects that that would extend commuter service to Santa Cruz, Hollister, Salinas, and Monterey. Some include:

- Salinas Commuter Rail Extension (Caltrain and Amtrak - Ongoing)[11]
- Santa Cruz passenger rail to Pajaro (Feasibility study completed in 2015)[12]
- Monterey Branch Line - Monterey to Castroville (Undergoing environmental review)[13]

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[1] http://www.gilroyhighspeedtrain.org/wp-content/uploads/2015/08/Vision_Report_Final_web.pdf
[2] http://www.gilroyhighspeedtrain.org/wp-content/uploads/2015/10/StationAreaPlan_PublicReviewOCReport_102315_small.pdf
[3] http://www.gilroyhighspeedtrain.org/wp-content/uploads/2016/06/DTGilroy_AltsAnalysis_PublicReviewDraft_061516.pdf
[4] http://www.gilroy2040.com/wp-content/uploads/2015/02/GilGP_PRD_Alternatives_Report_Final1.pdf
[5] http://www.ci.gilroy.ca.us/DocumentCenter/Home/View/1271
[6] IX: Unfinished business, C: Approval of the Gilroy Climate Action Plan Interim Guidelines http://gilroy.granicus.com/MediaPlayer.php?view_id=16&clip_id=1129
[7] https://www.sccgov.org/sites/osp/Pages/policies.aspx
[8] http://resilience.abag.ca.gov/wp-content/documents/ThePlan-Chapters-Intro.pdf
[9] https://www.svcleanenergy.org/
[10] https://www.heroprogram.com/
[11] http://www.tamcmonterey.org/programs/rail/salinas-rail-extension/
[12] https://sccrtc.org/projects/rail/passenger-rail/
[13] http://www.tamcmonterey.org/programs/rail/monterey-branch-line/

Figure 2 Proposed rail projects in the region.
Source: http://www.tamcmonterey.org/wp-content/uploads/2015/09/salinas-rail-line-map.jpg

Gilroy is not only a gateway north to the Silicon Valley and greater San Francisco Bay Area, but it also is a gateway south to the Central Coast and the San Joaquin and Central Valleys. Gilroy is situated in a prime position to become a central hub of the region. With bold and comprehensive station area planning around their incoming high-speed rail station, Gilroy can guide the incoming growth opportunities to become a highly attractive high-speed rail destination City in the future.

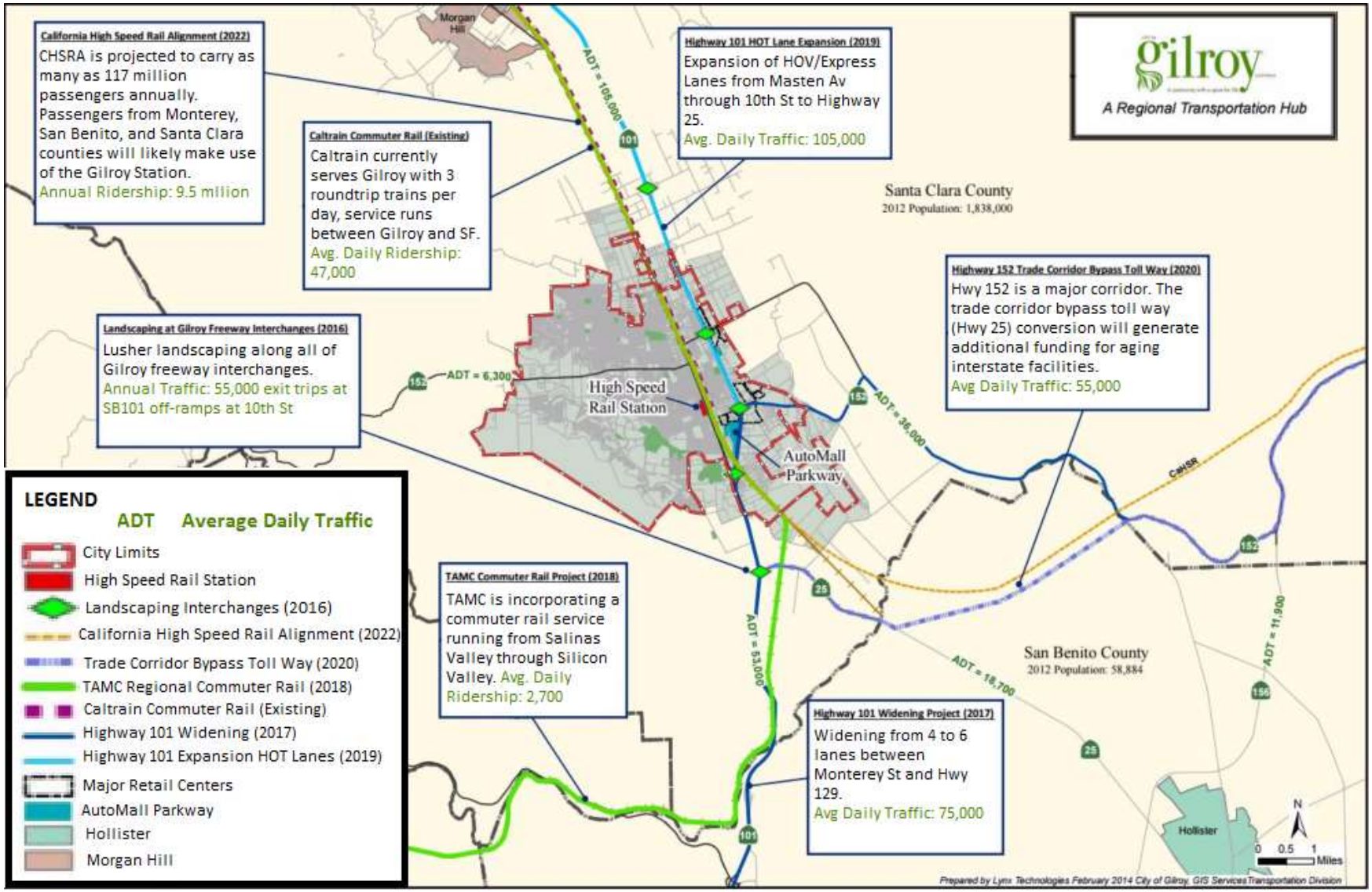


Figure 3 In-progress and proposed highway, road, and transit projects in Gilroy over the next 20 year funding cycle.
Source: http://www.gilroyedc.org/resources/index.php (Gilroy Economic Development Corporation)

SECTION 1.1: WHAT IS URBAN/COMMUNITY RESILIENCE?

In broad and simple terms, resilience is the ability to endure and recover quickly. Urban resilience is "the capacity of individuals, communities, institutions, businesses, and systems within a city to survive, adapt, and grow no matter what kinds of chronic stresses and acute shocks they experience"[14], as defined by the 100 Resilient Cities project pioneered by the Rockefeller Foundation. Urban and community resilience is an especially important trait to strengthen to ensure that our communities and cities can continue to thrive in the future.

Resilience is often used interchangeably with sustainability. The two are closely related, but are decidedly different. Sustainability relates to having less of an impact on the environment. Resilience relates to being able to endure and respond to shocks and stresses, be it environmental, social, or economic. Cities should strive to be both sustainable and resilient. In the best case scenario, a city is reducing their impact on the environment while preparing for impacts from the environment.

In recent years, there has been a shift in focus from only practicing sustainability to also building resilience. For example, a common method of resilience building is climate adaptation planning. More and more, cities have been faced with the impacts of climate change, along with social tensions and economic uncertainties. Resilience gives cities and communities the ability to endure, rebound, and thrive despite the effects of such stressors.

There are many ways to break down what contributes to urban resilience, and there are also many examples of frameworks to follow for building resilience. Drawing from the framework[15] developed by ARUP and the Rockefeller Foundation for the 100 Resilient Cities project, there are four essential dimensions in a city's urban resilience framework: Health & Wellbeing; Economy & Society; Infrastructure & Environment; and Leadership & Strategy.

Each of these four dimensions is further broken down and defined with three "drivers", or actions that cities can take to improve their resilience. For example, for Infrastructure & Environment, a city can take actions to "ensure continuity of critical services". This could mean improving street infrastructure to create more efficient routes for emergency vehicles, making sure essential buildings like hospitals have backup or alternative power supplies, or other such projects.

This paper will focus on a few of the environmental and socioeconomic drivers that are defined in the 100 Resilient Cities plan as a guide.[16] For the purposes of this paper, the definitions and goals for these drivers will be as follows.

- Environmental drivers

[14] http://www.100resilientcities.org/resilience#/-_/
[15] http://lghttp.60358.nexcesscdn.net/8046264/images/page/-/100rc/Blue%20City%20Resilience%20Framework%20Full%20Context%20v1_5.pdf
[16] http://www.100resilientcities.org/resilience#/-_/

    - “Provide and Enhance Protective Natural and Man-Made Assets”: This applies to creation and maintenance of natural assets (such as wetlands) and man-made assets (such as levees or other infrastructure).
    - “Support adaptation and mitigation strategies along with hazard-specific response capacity building”[17]: Cities should promote alternative sustainable practices as a form of adaptation and mitigation.

- Social drivers
    - “Promote Cohesive and Engaged Communities”: Cities should encourage community engagement and work to improve the social networks and interactions within the community as well as with officials and city staff.

- Economic drivers
    - “Foster Economic Prosperity”: Cities should have contingency plans and work to create sound and diverse economic investments.
    - “Supports Livelihoods and Employment”: Cities should invest in programs that help improve individuals’ livelihoods and help people meet their basic needs.

[17] https://openknowledge.worldbank.org/bitstream/handle/10986/11986/9780821377666.pdf?sequence=1

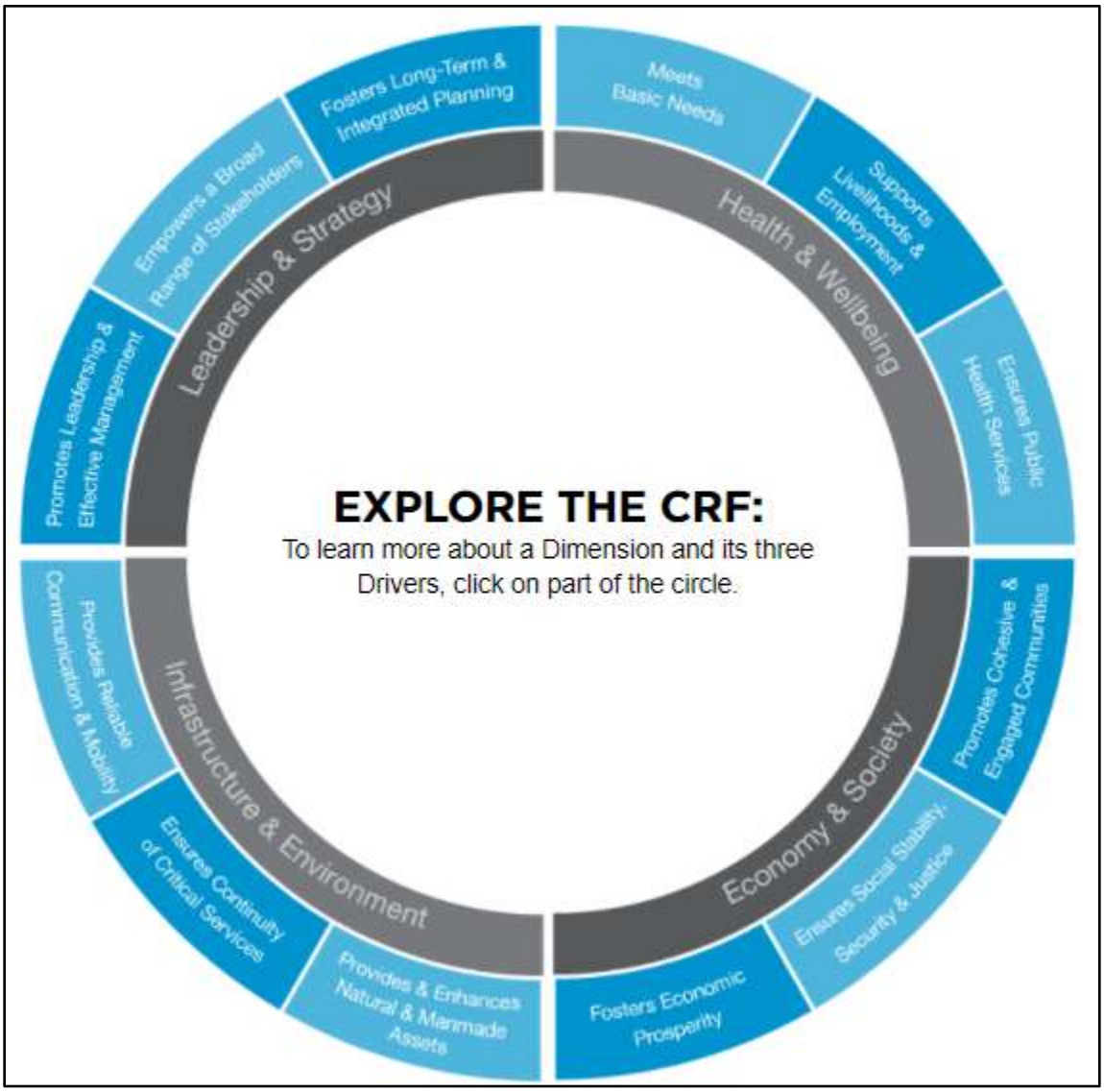


Figure 4 The City Resilience Framework. http://www.100resilientcities.org/resources/

But, how do these drivers contribute to resilience? How do economic and social resiliency work with environmental resiliency to address climate change, and do they address issues beyond climate? Climate change and other environmental issues are often motivators to take action but need economic and societal support for those actions to succeed. A healthy economy is needed to support a community and their efforts to improve themselves and thrive. Having good rapport and trust between city staff and the community provides a conducive environment for positive change and resistance to social upheaval and unrest. Environmental resilience is growing increasingly important as climate change effects grow more extreme, and often is an added co-benefit even if it is not the prioritized goal of a project. Increasing social and economic resilience has benefits for how well a community can react to a natural disaster, emergency, or stressors. Specifically for the HSR project, increasing options for transit can aid with things such as providing alternative transportation during evacuations or alleviating commute traffic.

But without all three drivers pushing towards common goals, success is harder to achieve. Many of the benefits from projects that build resilience in these three sectors are interconnected, and do provide various co-benefits aside from climate benefits as well. A dark cloud with silver lining, mitigating and adapting to climate change is pushing us to make more sustainable, efficient, and resilient choices.

An example of a project that can help a community build its overall resilience is building more affordable housing in station areas. Environmentally, building high-density multifamily housing is more efficient land use compared to single family housing. Multi-family housing built near transit access also provides more savings in terms of fewer greenhouse gas (GHG) emissions, less vehicle miles traveled (VMT), as well as savings on transportation costs for families living in the area. With more families being able to access affordable housing, economic strain on the families as well as the city is alleviated. By saving money on rent, families have more income to spend on other necessities like utility bills, health care, or education. When families can afford to pay all of their bills, the city loses less money and civic resources are properly paid for, benefitting the city as well. Additionally, when families and cities are more financially stable, social stability is more easily achievable. More investments in the city and communities can be made; in terms of money and time. If cities show that they want to support all of their residents through such actions, civic pride and deeper connections with the community can be fostered. These benefits and co-benefits build overall resilience of the community and city by helping create a financially and socially stable environment, with added benefits of being more sustainable and adaptive than conventional single-family housing developments.

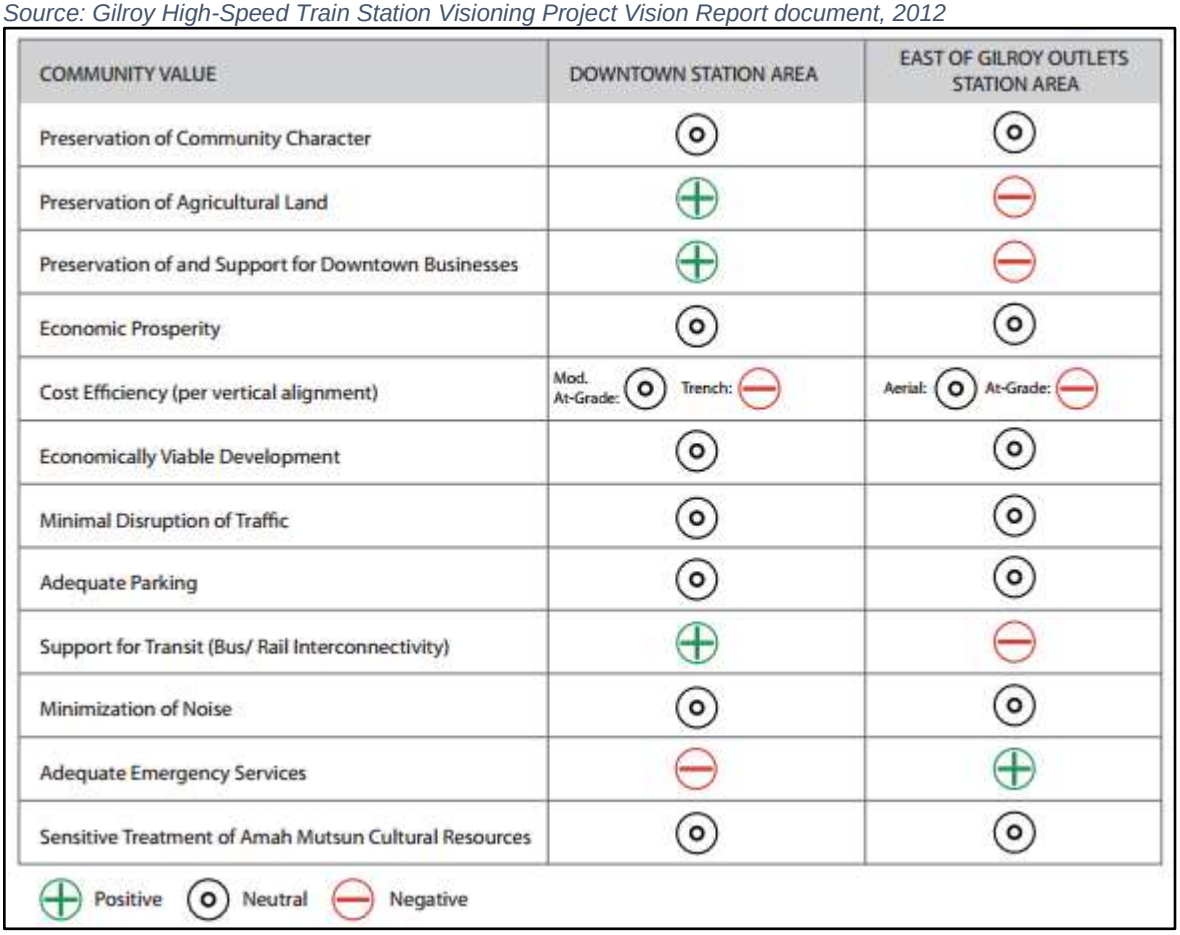
CHAPTER 2. A COMPARISON OF EASTSIDE AND DOWNTOWN LOCATIONS BASED ON RESILIENCE

Currently, there are two locations identified for a Gilroy station in the High-Speed Rail Authority's environmental study. They are in Downtown or on the Eastside of Gilroy, near the Gilroy Outlets.

Figure 5 Potential station locations. Source: Gilroy High-Speed Train Station Visioning Project Vision Report document

The 2012 Gilroy High-Speed Train Station Visioning Project Vision Report, funded through an earlier grant from the VTA, included a section that examines the City's existing conditions and policy framework for the proposed Downtown Gilroy and East of Gilroy Outlets station areas. In the City's 2012 visioning report, existing conditions, alignment options, and site opportunities and challenges were analyzed and discussed for both possible locations (Downtown and Eastside). The general findings of the 2012 study about each alignment option were summarized in Figure 6 below:

Figure 6 Impacts of HSR alignments on Gilroy community values. Generally, the Downtown Station Area has more positive traits as opposed to the Eastside Station Area.
Source: Gilroy High-Speed Train Station Visioning Project Vision Report document, 2012



COMMUNITY VALUE	DOWNTOWN STATION AREA	EAST OF GILROY OUTLETS STATION AREA
Preservation of Community Character	⊙	⊙
Preservation of Agricultural Land	⊕	⊖
Preservation of and Support for Downtown Businesses	⊕	⊖
Economic Prosperity	⊙	⊙
Cost Efficiency (per vertical alignment)	Mod. At-Grade: ⊙ Trench: ⊖	Aerial: ⊙ At-Grade: ⊖
Economically Viable Development	⊙	⊙
Minimal Disruption of Traffic	⊙	⊙
Adequate Parking	⊙	⊙
Support for Transit (Bus/ Rail Interconnectivity)	⊕	⊖
Minimization of Noise	⊙	⊙
Adequate Emergency Services	⊖	⊕
Sensitive Treatment of Amah Mutsun Cultural Resources	⊙	⊙

Following the preparation of the visioning report and other supplemental reports, the City of Gilroy began furthering research and analysis into the Downtown station alternative. In addition, in 2017 the City requested new general comparative overviews of the economic impacts as well as the environmental and land use impacts, and received the results in May 2017. Summaries of the analyses were compiled into the following tables (Figure 7, 8):

Figure 7 Economic impact analyses of alignment alternatives. The Downtown embankment has the highest negative economic impact to property during construction, while Eastside has the lowest. However, in the long-term, the Eastside alignment has the highest negative economic impact.
Source: Comparative Economic Impacts of Gilroy HSR Alignment Options; Placeworks, bae urban economics 2017

	Level of Negative Impact (a)		
	Lesser	Moderate	Higher
Economic Impacts to Property During Construction			
Alternative 1 - Viaduct to Downtown		X	
Alternative 2 - Embankment to Downtown			X
Alternative 3 - East Gilroy	X		
Economic Impacts to Businesses During Construction			
Alternative 1 - Viaduct to Downtown		X	
Alternative 2 - Embankment to Downtown			X
Alternative 3 - East Gilroy	X		
Long-Term Impacts to Businesses (a)			
Alternative 1 - Viaduct to Downtown	X		
Alternative 2 - Embankment to Downtown		X	
Alternative 3 - East Gilroy			X

Note:
(a) For consistency with the PlaceWorks comparative analysis, this report utilizes the "Lesser", "Moderate", and "Higher" ranking system for alignment alternatives, in terms of their potential to create negative impacts; however, in the case of Long-Term Impacts to Businesses, the identified impacts for a given alternative may include positive impacts as well as negative impacts. For this category of impacts, an overall ranking of "Lesser" indicates the alternative that offers the best combination of positive impacts while minimizing negative impacts. An overall ranking of "Higher" indicates the alternative with the least desirable combination of negative impacts and limited positive impacts, while a ranking of "Moderate" indicates the alternative ranked in between the "Lesser" and "Higher" ranked alternatives.

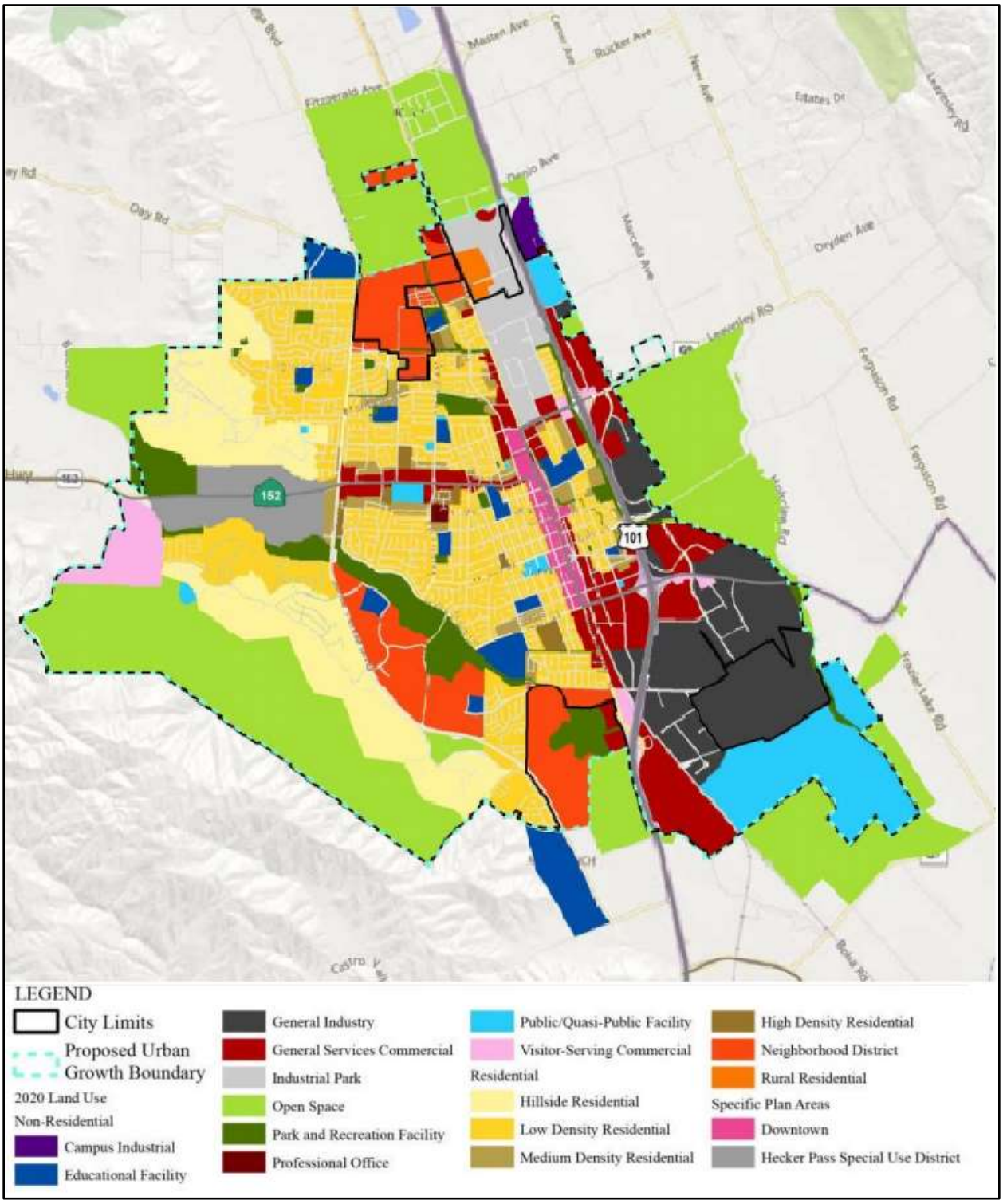
Figure 8 Environmental and Land Use impact analysis of alignment alternatives. The Downtown Embankment has the highest land use impact, while Downtown Viaduct has the lowest land use impact.
Source: Comparative Environmental and Land Use Assessment for the California High-Speed Rail Authority's Alignment Alternatives, Placeworks 2017

Conclusion

The objective of this assessment was to provide a generalized comparison of potential environmental impacts of the three alternatives. Based on a tally of the checklist section of each environmental topic, shown below, there is not a clear distinction between the alternatives in terms of potential environmental impacts. In general certain impacts affecting people (air quality and noise for example), were higher for Alternatives 1 and 2, while impacts affecting natural resources were higher with Alternative 3. In reviewing potential impacts for the two western alignments, impacts were generally higher for Alternative 2, due to the barrier created by the embankment design.

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

Figure 9 City of Gilroy 2020 Land Use map for context. UGB follows the City limits (the black dotted outline). Source: http://www.cityofgilroy.org/DocumentCenter/View/6027



STATION AREA RESILIENCE OPPORTUNITIES SUMMARY + (positive) = (neutral) – (negative)		
Category	**Downtown**	**Eastside**
Environmental resilience		
Conservation of agricultural land	+	-
Conservation of ecological services	+	-
Conservation of wildlife & habitat	+	-
Land use efficiency – infill	+	-
Opportunities to create or maintain climate adaptation infrastructure	+	=
Hydrology – storm water infrastructure, preservation of flood plains	+	=
Station access methods & development impacts – GHG emissions reduction	+	-
Incentivize/expand local and regional transit accessibility – GHG emissions reduction	+	=
Environmental impact on humans – noise, vibrations	-	=
Economic resilience		
Focused/concentrated use of City resources & services	+	-
Infrastructure – infill opportunities and density building	+	-
Attracting diverse economic interest and new businesses	+	+
Long-term impact on economic vitality of Downtown	+	-
Short-term construction impacts to economic vitality of Downtown	-	=
Cost effectiveness of station area development	=	-
Support & Maximize connections to current transportation infrastructure – maintain/increase ridership	+	-
Provides opportunities for revitalization & partnerships	+	=
Social resilience		
Improve social cohesion & community engagement – housing density, accessible public realms	+	=
Improvement of pedestrian-oriented public realms – plazas, streets, bike lanes, etc.	+	+
Adding to the “destination” appeal of the City; functioning as a “gateway” or “central hub” for the City	+	=
Improvements to public health – active transportation, walkability	+	=
Creation of amenities & recreation for locals and visitors – focus on supporting local businesses	+	=

The following sections will discuss the benefits and challenges of a Downtown station and Eastside station presented above as they relate to resilience building methods related to environmental, economic, and social resilience. The “unique” benefits are those that can be attributed or developed with station area development and are separate from inherent benefits or challenges of the high-speed rail system itself.

SECTION 2.1: DOWNTOWN LOCATION RESILIENCE OPPORTUNITIES: OVERVIEW AND BREAKDOWN

OVERVIEW:

The Downtown HSR station location is in the city core that has a rail station as well as a bus transit hub. This location currently provides Caltrain and VTA services. This provides great opportunities for the incoming high-speed rail station to act as a catalyst for furthering regional and local transit connectivity and infill development, which will boost economic, social, and environmental resilience of the City. Currently, outside the large metro areas of the Bay Area and the Los Angeles Basin that have commuter rail like BART and the Metro, travel by transit is limited and most travelers rely on automobile or short-haul flights. Having the HSR station within a denser city core developed with transit oriented development (TOD) principles provides the option for residents to live near local and regional transit connections within walking or biking distance. The increase of transit accessibility for commuters and tourists can lead to more investment and opportunities for community development and infill in the station area. Generally, this will strengthen the local economy by increasing the amount of people in the downtown area, providing more customers to businesses. It will also help improve public health by encouraging active transportation and cutting GHG emissions and reducing air pollution, which also benefits the environment. A multimodal, multi-use downtown station area will be highly resilient.

BREAKDOWN:

Downtown unique benefits

In general, the biggest benefits that can be built on in the downtown location are transit connectivity, infill development, and creating opportunities for boosting economic vitality. The downtown location is located next to the existing rail station and transportation (bus) hub. This is a great opportunity for transit connectivity in the future as new regional transit routes can be connected at the existing transit hub. Development opportunities next to a downtown station can support the existing surrounding Downtown establishments. The City can direct incoming growth to bolster and revitalize the existing Downtown community. These benefits add significantly to the resilience of City in environmental, economic, and social ways.

Environmental resilience benefits:

- Less impact to agricultural/natural land
- Opportunities to develop climate adaptation projects within the downtown station area

- Improvements to already developed land – good for land use efficiency & limiting GHG emissions
- Focused investment and infill in and near downtown
- Maintain ecological benefits and services (i.e. flood control, habitat protection, wildlife connectivity, carbon sequestration)
- Development of climate adaptation strategies: solar panel installation, tree planting & urban forestry, active transportation infrastructure, storm water infrastructure

Economic resilience benefits:

- Boost foot traffic with more pedestrian friendly mixed-use development
- Revitalization efforts can be focused on Downtown
- More public and private interest and investment in the Downtown area
- City can gain more tax benefits with denser development
- Concentrated infrastructure and less need to build new infrastructure (less sprawl – less strain on the system in terms of building out and maintenance).

Social resilience benefits:

- Creation of a more cohesive and active community around the station with the use of pedestrian oriented design
- Having opportunities to improve the public realms within the downtown station area
- Helping downtown to become even more attractive as a destination for locals and visitors
- Opportunities for developing local charm of Downtown and support for local businesses

Downtown unique challenges

- Short term impacts from construction of the HSR station and surrounding station area
    - Traffic, parking, right-of-way procurement, economic impacts
- Long-term economic changes to the Downtown area: more business interest, higher density housing development
- Integrating the HSR station and station area into the Gilroy community
- Environmental impacts to humans such as noise, vibrations

SECTION 2.2: EASTSIDE LOCATION RESILIENCE OPPORTUNITIES: OVERVIEW AND BREAKDOWN

OVERVIEW:

To take full advantage of the incoming resilience building opportunities of a high-speed rail station, the station should be located in the City core to capitalize on transit connectivity and density. The Eastside station location will not provide these opportunities to build resilience. Social and economic benefits at the Eastside location would be less than those in the Downtown location and growth would also be immediately limited by the UGB. If the UGB is not

renewed in 2040, the area around the Eastside could be further developed in the future to build higher levels of density and connectivity, but this would come at a higher environmental cost compared to the Downtown location. Development of the Eastside location would also result in the conversion of more agricultural land and natural open space. The conversion would result in negative impacts to environmental, economic, and social resilience due to loss of ecosystem services (floodplains, wildlife habitat, etc.), societal benefits of farmland (agricultural productivity, economic contributions, food security), and climate benefits (less GHG emissions, loss of carbon sequestration).[18] Overall, the Eastside location would not significantly add unique opportunities for improving the resilience of the City.

BREAKDOWN:

Eastside unique benefits

Environmental resilience:

- Development of climate adaptation infrastructure around the station area & station parking: solar panel installation, tree planting, active transportation infrastructure, storm water infrastructure
    - Note: these benefits would be limited due to the restricted space for development and relative isolation of the proposed Eastside station and station area

Economic resilience:

- Diversifying economic opportunities on Eastside by attracting more diverse businesses and fostering business interest in the area
- Fewer construction impacts to the Downtown businesses in the short-term

Social resilience:

- Possibility of creating pedestrian oriented infrastructure (sidewalks, bike lanes) and pedestrian spaces (parks, plazas) on the Eastside
    - These spaces can help create a hub or gathering spot for the Eastside in addition to the Gilroy Outlets

Eastside unique challenges

- As highlighted by the chart from the 2012 visioning document (Figure 2), the Eastside location creates mostly negative or neutral impacts on things of community value.
- There would be limited long term economic benefits due to restricted space for development because of the UGB (until 2040 at the earliest)
- Economic development and interest may be drawn East and further focused on Eastside locations, negatively impacting Downtown businesses' economic vitality

[18] Benefits of Farmland Conservation in CA (CA Dept. of Food and Agriculture, 2015) <https://www.cdfa.ca.gov/oefi/climate/docs/Farmland-Conservation-in-California.pdf>

- Development of agricultural and open lands on the Eastside is environmentally and economically detrimental
    - Will likely face strong opposition from the County, LAFCO, and various conservation groups active in South County
    - Will have added challenges with developing on/near prime agricultural land, prime conservation areas (PCAs) and the impacts to wildlife, habitat, agriculture, and environmental services
- The Eastside station would likely become a stand-alone area mostly accessed by automobile, which would be a missed opportunity to use the station as a catalyst for transit improvements as well as other opportunities for growth and investment

SECTION 2.3: DISCUSSION - WHY THIS STUDY FOCUSES ON DOWNTOWN

In terms of overall urban resilience, the Eastside location will not be as effective of a catalyst for progress and growth for the City. The City of Gilroy has been steadily growing and has planned accordingly up to this point. However, now is the time to look further again to 2040 and beyond. The City will need to address how to account for even greater growth in the face of the booming population growth and the consequences of not addressing the housing crisis quickly and effectively. The City's growth has already outpaced projected growth statistics[19]: Association of Bay Area Governments (ABAG) projected Gilroy to have a population of 50,700 by 2015, and 55,100 by 2025; Gilroy has already surpassed both with its current population (2016) of 55,936. For Gilroy's General Plan update process, new estimates were needed. With the help of consultants, new statistics were derived from the Department of Finance's data. The new estimate is a population between 69,000 to 79,000 by 2040, or a 23% to 41% increase in population in the next 20 years. With the City being one of the fastest growing cities in the County during 2015-2016 with a growth of 2.1%[20], the upper estimate of 41% growth in 20 years would not be outside the realm of possibility.

Efficient land use and development through use of "smart growth" methods like infill and transit improvement are powerful strategies for tackling the challenge of growing sustainably, resiliently, and equitably. Discussions regarding the driving forces of social, economic, and environmental resilience will be discussed in more detail below.

The Eastside location will not significantly add to economic or social resilience without a great amount of careful additional investments made by the City. The inherent environmental resilience benefits of the high-speed rail train will be present, but may be overshadowed locally by the negative impacts of lower transit accessibility and greater amounts of conversion of agricultural and natural lands. The Eastside location will be less accessible via public transit and active transit due to its distance from the City's existing bus hub and train station in Downtown. Accessibility could be addressed by adjusting bus routes or having a shuttle to the downtown transit hub, but this still detracts from the convenience and efficacy of a high-speed system. The

[19] http://www.santaclaralafco.org/file/ServiceReviews/CitiesSR2015/AdminDraft/6CSRR_Gilroy.pdf
[20] http://www.gilroydispatch.com/news/g-town-the-county-s-fastest-growing-city/article_663e1116-5dd9-11e7-8ca3-4b112264bd51.html

Downtown location has the potential to be a center of activity for the City, but also comes with its own unique challenges during construction as well as the challenge of integrating the station successfully into the community fabric so it has a positive influence. However, in the big picture that stretches into 2040 and beyond, having a one-stop transit hub in Downtown supported with riders and customers who live within biking or walking distance arguably would help create a distinct character for a station area community.

Economically, it is difficult to say what could happen in terms of negative or positive impacts. Many of the impacts will depend on updates to City policy and the amount of preparation done to foster beneficial growth, control incoming market pressures and effects, and bolster local businesses. A best case scenario is both the Eastside and existing Downtown benefit from the incoming opportunities and growth at an Eastside station location. This scenario would be difficult to achieve, as it involves splitting the City's resources between two sites. The Eastside has limited growth potential due to the UGB and would require building a great amount of new infrastructure and new connections into the City's network and systems. The Downtown location has great potential for infill development and would flourish greatly if given a boost by a catalyst. Worst case scenarios are if the Eastside station fails to become a catalyst for healthy growth for either location, or if the Eastside location succeeds at the cost of Downtown's vitality. If the station were to be located on the Eastside, much of the HSR station activity would stay around the Eastside location. Downtown would not benefit much if at all from onboarding and offboarding commuters, as they would likely opt to stay in the Eastside station area when waiting for their train or their pickup. With the expected boarding at the Gilroy HSR station being estimated at 6,200 people daily, that could be a great amount of revenue all focused on the Eastside if the station were to be located there. If the continued survival and success of Downtown is a City priority, making the Downtown as easily accessible as possible without intermediate transit steps from the HSR station is beneficial. By making it easy for passengers to directly access Downtown businesses, the businesses can benefit from this commute foot traffic. Some hypothetical examples: selling coffee, breakfast, lunches to onboarding passengers; business from passengers picking things up after work before heading home; restaurant business from passengers getting dinner after work; passengers waiting for the next train passing time by window shopping or stopping in at a local café; easy access from HSR adding to attractiveness to tourists (especially those without auto access), etc.

For environmental resilience, an Eastside station would have an overall negative impact at the local level. This would be due to the fact that the site would be mostly developed over natural and agricultural lands. The station may also bring in market demand, incentivizing the sale and development of nearby agricultural lands on the urban-rural edge around the Eastside station. This is detrimental to environmental resilience, as agricultural lands produce 70 times less carbon emissions as compared to urban areas of similar size.[21] Rangeland and cropland also serve as considerable carbon sequestration areas, while also providing other ecological benefits such as flood protection, water filtration, and maintaining biodiversity.[22] The economic and

[21] https://www.cdfa.ca.gov/oefi/climate/docs/Farmland-Conservation-in-California.pdf pg 11
[22] https://www.cdfa.ca.gov/oefi/climate/docs/Farmland-Conservation-in-California.pdf pg 12-13

societal benefits of farmland (agricultural productivity, economic contributions, food security) would also be lost if the lands were converted for development. While these possibilities may not occur unless the UGB is allowed to sunset, the City must remain vigilant in its stewardship of its natural and agricultural lands.

Therefore, while both the Eastside and Downtown options have been discussed to this point, the Eastside location does not provide as many unique opportunities for building environmental, economic, social, or overall resilience and thus will not be discussed in further detail. The focus of the paper from this point forward will be on opportunities at the Downtown location.

CHAPTER 3. HIGH-LEVEL OVERVIEWS OF RESILIENCE BUILDING OPPORTUNITIES IN THE CITY OF GILROY

SECTION 3.1: CONSERVATION OF THE SPIRIT AND RURAL CHARM OF GILROY

Social Resilience

Maintaining and cultivating the culture of Gilroy is an important part of social resilience. When there is a strong sense of trust and investment in a community, social cohesion improves and provides vital benefits for disaster preparedness[23]. The stronger the social network and social ties are, the better that community can endure shock events and stressors without falling into chaos at a societal and political level. Having a consistent vision and goal for the City's image can be stabilizing, encouraging residents to be proud and engaged within their communities and with the City as a whole.

Environmental & Economic Resilience

Conserving the culture of Gilroy ties into environmental and economic resilience in part due to Gilroy's goal of maintaining its image as a more suburban city with a rural charm. However, allowing for growth and change is also a responsibility the City should embrace. For the growth of the City, it is important to make a distinction between conservation and preservation in order to guide change productively. Maintaining the urban-rural balance will be challenging, but the City and its residents have already taken steps to protect their agricultural and open spaces by voting to pass an urban growth boundary that will be in place through 2040. Using densification and infill in already developed areas of the city will help protect the agricultural and natural lands along the urban-rural boundary. This aids in preservation of the rural charm of the area, as well as protecting vulnerable and productive agricultural lands from conversion.

Suggestions

As for maintaining a small town feel while encouraging healthy growth and investment (particularly in Downtown with the future addition of an HSR station), it will require a unique balance for the City of Gilroy. Looking to other similar sized cities in California that have succeeded in rejuvenating and celebrating their main street downtowns can provide best practices for the City. Although the contexts of each of these cities differ from Gilroy, the lessons learned from the successes of other cities can help create a successful framework for Gilroy. Suggestions of other reasonably scalable cities to reference are discussed in Chapter 6 of this document.

[23] "How Social Resilience can Save your City" <http://www.100resilientcities.org/blog/entry/how-social-resilience-can-save-your-city#/-_/>

In an interview in the local GMH Today magazine (May/June 2017 issue)[24], Mayor Roland Velasco supported pushes for more regional exposure for South County (Gilroy, Morgan Hill, San Martin) as a travel destination. South County can be regarded as a diamond in the rough. There is a great amount of potential to compete with destinations such as Sonoma, Napa, Monterey, and Santa Cruz; particularly once South County is more easily accessible by increased levels of transit. This transit accessibility will give South County an edge over areas that are less accessible by means other than automobile, especially for visitors or tourists that do not have access to autos. Working to revitalize Gilroy's downtown and supporting local businesses will appeal both to visitors as well as City residents. Making use of Gilroy's strengths (agriculture, wineries, open natural spaces, local parks, the annual Garlic Festival) and using the Downtown core as a platform for a gateway to the rest of the City and its attractions can create a genuine and welcoming experience.

Implementation and frameworks for conservation of open spaces and agricultural lands are discussed in the next section.

SECTION 3.2: CONSERVATION OF AGRICULTURAL LANDS AND OPEN SPACES

There are great resilience building opportunities with the conservation of agricultural land and open space with a station located downtown.

Environmental Resilience

Urban areas of the Bay Area often struggle to find and reclaim their connections with open spaces, nature, and the production of their food. Gilroy has been able to take steps in preserving their connection with their open spaces and agricultural traditions. In doing so (and continuing to do so), the City can retain these connections and continue to benefit from services that natural and agricultural lands provide including: carbon sequestration, lower GHG emissions, groundwater recharge, floodwater protection, and other ecosystem services[25] (see Figure 10 below). This will aid the City with achieving GHG reduction goals as well as protecting the important connection between the residents and natural spaces.

[24] http://gmhtoday.com/archives/2017-05-01/gmhtoday-may-june-2017
[25] https://www.cdfa.ca.gov/oefi/climate/docs/Farmland-Conservation-in-California.pdf

Figure 10 Ecosystem goods and services. Source: https://www.sccgov.org/sites/dpd/DocsForms/Documents/CAPP_SCVOSA_HealthyLandHealthyEconomies_2014.pdf p.8

TABLE 1: Ecosystem Goods and Services

GOOD/SERVICE	Economic Benefit to People
PROVISIONING SERVICES	
Food	Producing crops, fish, game, and fruits
Medicinal Resources	Providing traditional medicines, pharmaceuticals, and assay organisms
Ornamental Resources	Providing resources for clothing, jewelry, handicraft, worship, and decoration
Energy and Raw Materials	Providing fuel, fiber, fertilizer, minerals, and energy
Water Supply	Provisioning of surface and groundwater for drinking water, irrigation, and industrial use
REGULATING SERVICES	
Biological Control	Providing pest and disease control
Climate Stability	Supporting a stable climate at global and local levels through carbon sequestration and other processes
Air Quality	Providing clean, breathable air
Moderation of Extreme Events	Preventing and mitigating natural hazards such as floods, hurricanes, fires, and droughts
Pollination	Pollination of wild and domestic plant species
Soil Formation	Creating soils for agricultural and ecosystems integrity; maintenance of soil fertility
Soil Retention	Retaining arable land, slope stability, and coastal integrity
Waste Treatment	Improving soil, water, and air quality by decomposing human and animal waste and removing pollutants
Water Regulation	Providing natural irrigation, drainage, groundwater recharge, river flows, and navigation
SUPPORTING SERVICES	
Habitat and Nursery	Maintaining genetic and biological diversity, the basis for most other ecosystem functions; promoting growth of commercially harvested species
Genetic Resources	Improving crop and livestock resistance to pathogens and pests
CULTURAL SERVICES	
Natural Beauty	Enjoying and appreciating the presence, scenery, sounds, and smells of nature
Cultural and Artistic Inspiration	Using nature as motifs in art, film, folklore, books, cultural symbols, architecture, and media
Recreation and Tourism	Experiencing the natural world and enjoying outdoor activities
Science and Education	Using natural systems for education and scientific research
Spiritual and Historical	Using nature for religious and spiritual purposes

Source: Adapted from de Groot et al., 2002 and Sukhdev et al., 2010

Economic Resilience

Additionally, with the protection of these spaces, Gilroy is showing their support for their local agriculture industry. It is important to protect agricultural land from conversion and development, as California farms produce over a third of the country's vegetables and two thirds of the country's fruits and nuts[26]. Farms in California produced $47.1 billion in revenue during the 2014-2015 crop year and $56.6 billion[27] during 2013-2014. In Santa Clara County, agriculture

[26] https://www.cdfa.ca.gov/statistics/ (Statistics from the year 2015)
[27] https://www.cdfa.ca.gov/statistics/PDFs/2016Report.pdf

contributes about $830 million a year to the economy, with 8,100 workers in over 1,000 farms. In the face of pressures and threats from climate change and land conversion of prime agricultural land, it is vital to minimize impacts to protect the various benefits and co-benefits from the agriculture industry. Aside from the economics from sales, there are the long-reaching connections to all jobs and consumers touched by food in the state, be it farm workers, distributors, restaurants, to supermarkets. Once natural agriculture land is converted to urban use, it is lost permanently; therefore, extra care must be taken to limit inefficient development and effectively conserve productive high-quality agricultural lands[28].

It is also important to note the economic value of natural capital (i.e. trees, rivers, mountains, types of habitat, etc.) in open spaces provided through ecosystem goods and services. The natural capital in Santa Clara County is estimated to provide between $1.6 billion and $3.9 billion in economic benefits each year[29]. Protecting these benefits is important for strengthening the resilience of the City and the surrounding area so that the natural infrastructure continues to function and provide these free but vital services. More examples of ecosystem services can be seen in Figure 10, previously listed.

Social Resilience

The City is doing a good job in building its social resilience by protecting resources that are a part of the character and culture of the City. The identity of “garlic capital of the world” is tied to agriculture, and is a point of pride for the City, as seen with the annual Garlic Festival and the marketing of Gilroy garlic. The show of support by City policy and practices will go a long way in building trust and keeping civic pride strong within the community, bolstering social ties and social resilience.

There has also been a growing body of research regarding the connections between nature and human well-being[30]. From promoting higher levels of health and well-being, to restoration and relaxation, to lowering levels of mortality and illnesses, it has been shown that having frequent and easy access to natural spaces is beneficial to public health[31]. Protecting and creating new access to open spaces is a good practice for improving the City’s social resilience.

Suggestions

The City has already enacted an urban growth boundary and an Agriculture Mitigation Policy[32] to “enable the continued viability of agriculture and agri-tourism in the Gilroy area”. Continuing to show support, investment, and responsible stewardship of open and agricultural land will benefit the City and its residents for years to come. There are many organizations and non-profits that

[28] https://www.cdfa.ca.gov/agvision/docs/Agricultural_Loss_and_Conservation.pdf
[29] http://www.openspaceauthority.org/about/pdf/NaturesValue_SCC_int.pdf
[30] http://news.stanford.edu/2015/06/30/hiking-mental-health-063015/
[31] https://www.apha.org/policies-and-advocacy/public-health-policy-statements/policy-database/2014/07/08/09/18/improving-health-and-wellness-through-access-to-nature
[32] http://www.cityofgilroy.org/DocumentCenter/Home/View/3050

the City can partner with for this endeavor.

Some resources for Open Space and Agricultural Land conservation:

- <https://www.bayareagreenprint.org/> Bay Area Greenprint Map Tool.
- <http://openspacecouncil.org/programs/> The Bay Area Open Space Council is a group of 65 non-profit and public agencies - a regional coalition that is devoted to the maintenance, protection, and stewardship of over one million acres of Bay Area open lands.

Additionally, there is the local Santa Clara Valley Open Space Authority, which is "an independent special district – rather than a part of county government – that is governed by an elected board of directors." Their website provides many resources, including the two following reports that provide great data, frameworks, and recommendations for protecting natural open spaces and agricultural working lands:

- <https://www.sccgov.org/sites/dpd/DocsForms/Documents/CAPP_SCVOSA_HealthyLandHealthyEconomies_2014.pdf> "Healthy Lands, Healthy Economies: Nature's Value in Santa Clara County". Suggested uses: Assessing economic impacts of disasters through Benefit-Cost Analysis (BCA) for mitigation funding; Considering ecosystem service values in assessments of proposed projects and policies; Estimating economic rates of return for conservation projects; scaling investments in natural capital to the size of the asset; and Encouraging investment in natural capital.
- <https://www.sccgov.org/sites/dpd/DocsForms/Documents/CAPP_SCVOSA_Greenprint_2014.pdf> "Santa Clara County Greenprint: A Guide to Protecting Open Space and Livable Communities". This framework provides an integrated approach to conservation and covers: Wildlands and Natural Areas; Water Resources; Farms, Ranches, and Other Working Lands; Recreation and Education; Conservation Focus Areas; and Implementation and Next Steps.

Another resource that is currently in development is:

- <https://www.sccgov.org/sites/dpd/PlansOrdinances/Studies/Pages/CAPP.aspx> The Santa Clara Valley Climate & Agriculture Protection Program [CAPP] will result in the implementation of a targeted program to sustain agricultural lands and the County's farming industry. The program is currently in development (through September 2017). The Program is funded in part by the Sustainable Agricultural Lands Conservation Program (SALCP) which is administered by the Sustainable Growth Council. The SALCP provides cap and trade funding to protect agricultural lands in order to reduce greenhouse gas emissions to meet California's climate change goals.

SECTION 3.3: ADDRESSING CLIMATE CHANGE IMPACTS (EXTREME HEAT AND HYDROLOGY)

When looking at future climate change impacts, two major impacts that the City of Gilroy will have to grapple with are extreme heat (rising and sustained high temperatures, wildfires) and hydrology (drought, flooding). Both of these will have significant impacts on public health and

the quality of life of residents. The City should also keep in mind that although they will not deal with the direct effects of land loss to sea-level rise, Gilroy may be impacted by the displacement of coastal communities when flooding becomes more extreme and people are forced to move inland.

Environmental & Social Resilience

A number of the environmental impacts of climate change are closely related to social impacts, particularly with public health concerns. In essence, the factors to consider are both the health of residents as well as the health of the environment in the City. To improve the City's ability to adapt and be resilient in the face of growing climate stressors, it is important to approach the issues with a comprehensive plan of action.

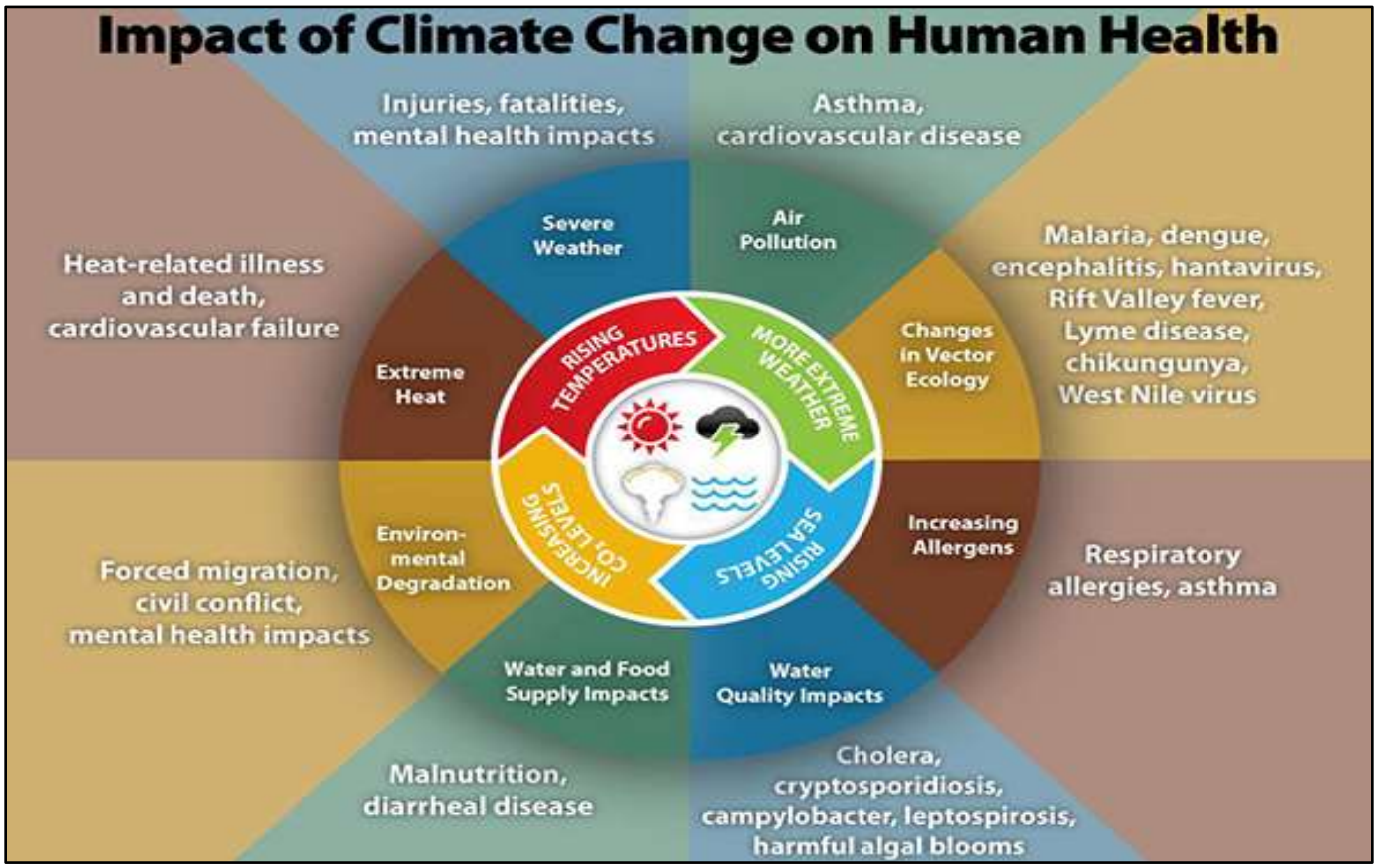


Figure 11 Source: https://www.cdc.gov/climateandhealth/effects/default.htm

For extreme heat, vulnerable populations within the City are at higher risk for heat related illness during heat events. In recent years there have been several global lethal heat waves, causing public health emergencies and deaths in vulnerable populations: 70,000 deaths in the 2003 European heat wave, 650 deaths in the 2006 California heat wave, and 11,000-50,000 deaths in the 2010 Russian heat wave[33]. Issues with the exacerbation of the effects of air

[33] http://www.climatechange.ca.gov/climate_action_team/reports/Preparing_California_for_Extreme_Heat.pdf p. 2

pollutants and lowering of air quality from wildfires, increased smog, increased pollen and allergens should also be taken into account and addressed[34]. To address this, the City should endeavor to boost urban greening efforts and create accessible shaded or cooled spaces for its residents who do not have air conditioning[35], in addition to engaging in other GHG emission mitigation tactics like encouraging active transportation and the use of mass transit. As for the threat of wildfires, the lands immediately to the west of the City's boundary are all higher level fire hazard areas (moderate to very high)[36]. It will be important to build resilience by engaging in maintenance of these spaces, educating residents on fire safety, and having plans and procedures for working closely with local and state fire officials when wildfires do occur to react quickly and effectively.

There are similar concerns related to public health regarding hydrology challenges. Drought compounds the intensity of wildfires, while flooding brings its own set of public health challenges to the table[37]. As weather patterns begin to swing more frequently between greater extremes, the City will need to regularly re-evaluate the capacity of its storm water infrastructure and natural infrastructure to mitigate or adapt to the challenges ahead. As experienced with the flooding from sustained rains this past winter (2016-2017), there is a need to reassess previously accepted standards for storm water infrastructure as climate shifts between extremes of longer droughts and heavier downpours. Additionally, with more vulnerable populations in Gilroy, climate action will need to address environmental and social justice issues as well. Using a comprehensive approach in addressing the environmental and social impacts of climate change will allow the City and its residents to be better prepared, as well as to mitigate as many negative effects as possible before they can occur.

Economic Resilience

From an economic perspective, improving climate resilience and taking actions on mitigation efforts in the present will be more cost effective than taking a reactionary stance to climate disasters. Cost-benefit analyses of climate change have been controversial because they "put a dollar figure on the value of human health and life"[38]. However, as the effect of climate change compounds extreme weather events and natural disasters, the cost of the damage to infrastructure, property, and other physical assets will only grow. Taking action to mitigate, lessen impacts, endure, or rebound quickly and efficiently from climate shock events or stressors economically will help the City keep going strong in the future and minimize costs of repeatedly replacing infrastructure that cannot keep up with climate change impacts.

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[34] http://www.climatechange.ca.gov/climate_action_team/reports/Preparing_California_for_Extreme_Heat.pdf pg. 9

[35] http://www.climatechange.ca.gov/climate_action_team/reports/Preparing_California_for_Extreme_Heat.pdf pg. 8-9

[36] http://frap.fire.ca.gov/webdata/maps/santa_clara/fhszs_map.43.jpg

[37] http://www.euro.who.int/en/health-topics/emergencies/disaster-preparedness-and-response/news/news/2013/05/how-flooding-affects-health

[38] http://www.ase.tufts.edu/gdae/education_materials/modules/The_Economics_of_Global_Climate_Change.pdf p.18

An example of a resilient adaptation project is the Napa River/Napa Creek Flood Protection Project[39]. Rather than building a concrete flood protection structure, environmental advocates worked with Napa county staff to create a more effective, sustainable, and attractive flood control channel (seen below in Figure 12). With this design, the flood area can be used recreationally during the non-rainy season. It also provides ecological benefits, as it is a more natural piece of infrastructure similar to a flood plain, and is able to absorb some of the water as opposed to a concrete structure. In this way, the land use of this flood channel project is very efficient and has multiple uses and maximized benefits.

Figure 12 Napa Flood Control Project. Source: http://sf.streetsblog.org/2017/08/10/spur-talk-achieving-local-climate-goals/

Suggestions

A good stance to have in the face of climate challenges is not "if" climate events may occur, but "when" they will occur. The downtown station location provides opportunities for public and private partnerships to pursue sustainability projects or climate adaptation projects, in new developments or as improvements to existing infrastructure. Leveraging the downtown HSR station to develop public-private partnerships and pursue joint development projects is further discussed in Section 5 of this document.

Additionally, there are many benefits and co-benefits to addressing climate change in regards to public health; some are listed and discussed at a high level on the California Department of Public Health's (CDPH) website in their Climate Change and Health Equity Program (CCHEP)

[39] http://www.countyofnapa.org/NapaFloodControlProject/

page[40]. The CDPH also has a climate resilience program that provides a framework for building resilience against climate effects (CalBRACE)[41]. And as a baseline, the CDPH also prepared a Climate Change and Health Impact Report for Santa Clara County[42]. The Preparing California for Extreme Heat Report[43] also lists recommendations and cites local and state policy and regulations that should be followed or changed to better support climate adaptation and mitigation efforts related to extreme heat. The report also contains links to resources for addressing extreme heat. The Governor's Office of Planning and Research (OPR) has released the new 2017 General Plan Guidelines, in which, Chapter 8 addresses Climate Change and contains links to state resources and tools for addressing climate change at the local level (see page 12 of Chapter 8)[44].

In regards to funding and grants for climate adaptation and mitigation projects, state and local grants often tie together environmental issues and public health, as well as factoring transit accessibility and other environmental justice topics. Using the CDPH resources and developing comprehensive project proposals that meet these requirements will result in more inclusive projects that will be strong contenders for grant money. Leveraging the City's status as an HSR station city will also be advantageous in grant applications.

SECTION 3.4: TRANSPORTATION AND CIRCULATION

The CHSRA will be collaborating with the City when developing station accessibility and circulation plans. One of the biggest goals and priorities of the HSR system is to create a statewide transit system that connects with regional and local transit, giving people more travel options and incentivizing the use of mass transit.

Environmental & Social Resilience

Accessibility at the HSR station should prioritize active transport and transit connections, while discouraging solo automobile trips. Having an HSR system provides a middle ground between air travel and automobile, and will be the more sustainable option in the long run after taking into consideration climate mitigation/adaptation, land use efficiency, and accessibility. The social and environmental resilience building opportunities related to transportation is tied to "converting" drivers to transit, which lowers the number of automobiles on the road. This leads to a decrease of GHG emissions and other co-benefits: improving public health (lowering pollutants, increasing active transport); improving quality of life (reducing congestion, public health benefits); and increasing accessibility. If the City invests in developing transit and pedestrian oriented developments, not only would this help with achieving GHG reductions, but

[40] https://www.cdph.ca.gov/Programs/OHE/Pages/CCHEP.aspx
[41] https://www.cdph.ca.gov/Programs/OHE/Pages/CalBRACE.aspx
[42] https://archive.cdph.ca.gov/programs/Documents/CalBRACE%202015CHPR/CHPR085SantaClara_County2-23-17.pdf
[43] http://www.climatechange.ca.gov/climate_action_team/reports/Preparing_California_for_Extreme_Heat.pdf
[44] https://www.opr.ca.gov/docs/OPR_C8_final.pdf

it may also encourage more activity in these areas for community building and to improve public health.

Economic Resilience

When planning for new developments to create synergy with the downtown HSR station, building transit oriented development can help with the revitalization of the downtown station area. New developments and increased transportation infrastructure can support the addition of new jobs in the area, as well as increasing ease of accessibility by transit. More economic opportunities from transportation can be gained by improving commute efficiency. Though congestion seems like a nuisance, it is a sign of a bustling economy, but the cost of construction for alleviating lower levels of traffic is not cost-efficient[45]. However, once delays pass a certain threshold, quality of life begins to decline as commuters spend more time stuck in traffic. At this point, companies may have trouble attracting workers or will need to compensate workers for their commute time. It is likely that workers may also look for jobs closer to home. Having multiple options for commuting will alleviate stress on any one system, and provides resilience in the form of backup options in the case of issues with any one travel method.

Suggestions

When creating station area plans one of the priorities should be to incorporate TOD elements and complete streets in the station area. Building density near the downtown transit hub and creating more transit connections will not only help with ridership for transit agencies, but it will also be beneficial to the City. By developing the station area to cater to local needs while being safely accessible by active transportation or transit, locals and visitors alike will be attracted to the area and this can open up opportunities for community building and investment in the area. With careful planning around how the area is accessible, the City also has opportunities to advance climate adaptation strategies to cut GHG emissions and begin to foster better public health and safety in the area.

Complete Streets & Active Transportation resources:
MTC One Bay Area Grant: Complete Streets Policy Development Workshop
<http://www.vta.org/sfc/servlet.shepherd/document/download/069A0000001ELtiIAG>
Presentation includes: Introduction to Complete Streets, Policy Background, MTC Complete Streets Sample Resolution, Integrating Complete Streets Policy Language into Plans, Steps to Implementing Complete Streets Policies, Next Steps
Many California cities have been planning and implementing Complete Streets projects in compliance with Senate Bill 1358[46] (also known as the California Complete Streets Act of 2008). For cities that do not yet have planning underway, Caltrans[47] and OPR[48] have published guidelines.

[45] https://www.citylab.com/transportation/2013/10/how-traffic-congestion-impacts-economic-growth/7310/
[46] ftp://www.leginfo.ca.gov/pub/07-08/bill/asm/ab_1351-1400/ab_1358_bill_20080930_chaptered.pdf
[47] http://www.dot.ca.gov/transplanning/ocp/complete-streets.html
[48] https://www.opr.ca.gov/docs/Update_GP_Guidelines_Complete_Streets.pdf

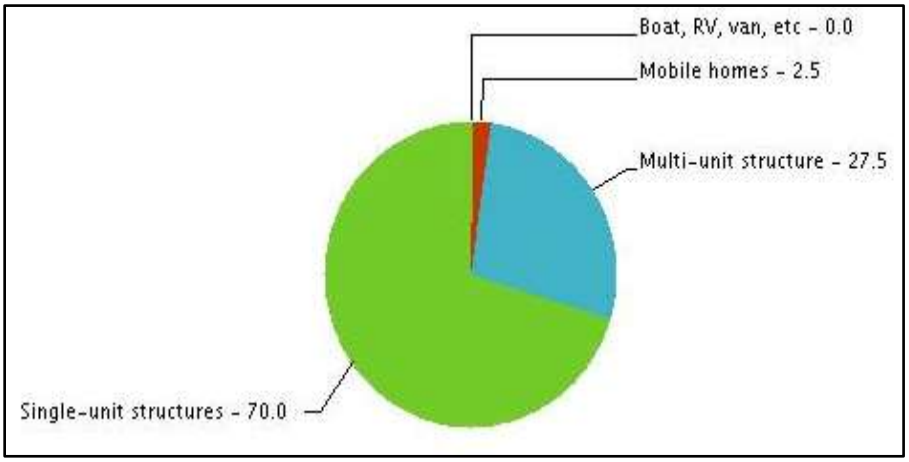
CHAPTER 4. HOUSING, JOBS, AND COMMUTING

SECTION 4.1: OVERVIEW AND CONTEXT

The US Census Bureau's population and housing narrative profile for Gilroy from 2011 to 2015[49] provides data, graphs, and context for Gilroy with regards to housing, jobs and industry, as well as commute habits as seen in the figures below:

From 2011-2015, Gilroy had a total of 15,300 housing units, 2% of which were vacant. Of the total housing units, 70% were in single-unit structures, 28% were in multi-unit structures, and 2% were mobile homes. An estimated 39% of the housing units were built since 1990.

Figure 13 Types of Housing Units in Gilroy, California in 2011-2015



In 2011-2015, the civilian employed population 16 years and older in Gilroy, California worked in these industries:

Figure 14 Percent Employment by Industry in 2011-2015

	Percent
Agriculture, forestry, fishing and hunting, and mining	5.2
Construction	9.4
Manufacturing	12.6
Wholesale trade	3.0
Retail trade	13.6
Transportation and warehousing, and utilities	3.6
Information	1.3
Finance and insurance, and real estate and rental and leasing	4.0
Professional, scientific, and management, and administrative and waste management services	9.9
Educational services, and health care and social assistance	17.6
Arts, entertainment, and recreation, and accomodation, and food services	11.1
Other Services, except public administration	4.6
Public administration	4.1

[49]https://thedataweb.rm.census.gov/TheDataWeb_HotReport2/profile/2015/5yr/np01.hrml?SUMLEV=160&state=06&place=29504

An estimated 72% of Gilroy workers drove to work alone in 2011-2015, and 16% carpooled. Among those who commuted to work by car, it took them on average 31 minutes to get to work.

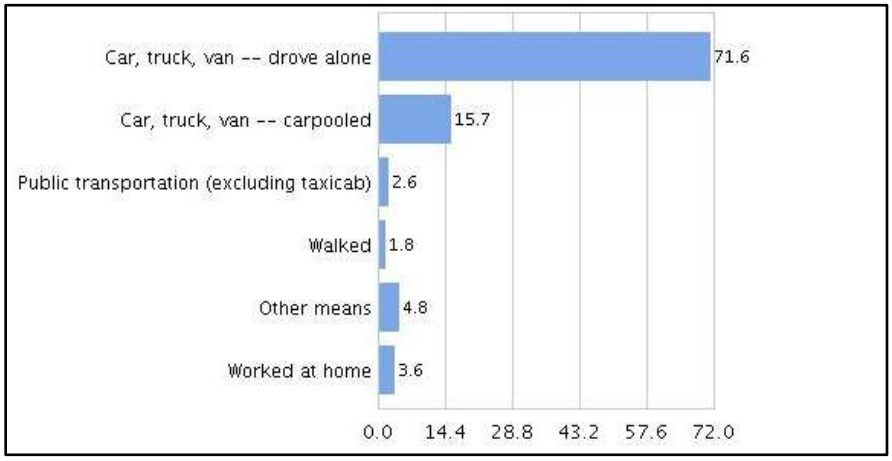


Figure 15 Percent of Workers 16 and over Commuting by Mode in Gilroy, California in 2011-2015

A healthy job and housing balance[50] within a city and region is a tricky thing to achieve. As seen in the San Francisco Bay Area as well as across the state, the amount of affordable housing available is staggeringly insufficient[51], and commute times have been getting longer as people are priced out of homes and apartments close to their work in the Bay Area. There have been various studies that point out compounding reasons why this housing shortage has reached such levels, but the most important thing currently is for cities to take action in addressing the issue. In a study produced by the Association of Bay Area Governments (ABAG) about transit oriented development and affordable housing, one of the key findings was "the environmental, economic and social benefits of TOD are strengthened by focusing on deeper levels of affordability, providing options for extremely low-income and very low-income households"[52]. Addressing housing availability and the connected topics of jobs and commute can help cities build resilience in some of the following ways.

SECTION 4.2: ECONOMIC RESILIENCE

Many of Gilroy's residents commute out of the city to their jobs, with 49% of residents facing a commute of over 30 minutes one way[53]. Within the City, most of the jobs held are in the educational services (18%) and retail (13%) sectors[54].

Directing and encouraging development (particularly infill) within the City to attract a more diverse portfolio of businesses and jobs is easier said than done. But with careful planning to leverage local strengths and benefits as incentives (as well as access to the incoming High-Speed Rail station), such economic development can be slowly fostered and the City can build its economic resilience and have more economic clout. Gilroy already has a competitive edge

[50] Deconstructing Jobs-Housing Balance <https://www.sanjoseca.gov/DocumentCenter/View/3309>
[51] ABAG State of the Region Report 2016 <http://reports.abag.ca.gov/sotr/2015/SOTR2014FinalReport_RHNAAddendumLowRes.pdf>
[52] http://reports.abag.ca.gov/other/Transit-and-Affordable-Housing-Survey.pdf
[53] https://www.sccgov.org/sites/sccphd/en-us/Partners/Data/Documents/City%20Profiles/Gilroy_final.pdf
[54] http://www.gilroyedc.org/resources/index.php

by being able to offer lower business costs compared to the rest of the Bay Area[55]. Incentivizing more businesses to create more local jobs in Gilroy or to offer new amenities to residents will benefit the City, as well as creating density for TOD and ridership for transit for a win-win situation.

It is also beneficial for the City to diversify housing and commute options, making living in the city affordable for people with a wide range of incomes. These considerations must also include transportation costs, as data shows that households may be spending nearly 60% of their income on housing and transportation combined[56]. Households that live near transit and job centers tend to drive less[57]. However, the cost of living near these centers has been increasing and forcing people to move farther away to more distant communities. This causes more costs from travel and loss of productivity to time spent commuting from further away.

With the recent agreement between Google and the city of San Jose regarding the creation of a downtown San Jose Google campus by Diridon Station[58], there are some great opportunities for the city of Gilroy to benefit from this proximity. It is also likely housing demand may rise as well, as housing in Gilroy is relatively more affordable than the prices elsewhere in the Bay Area. According to the housing price website Zillow, “The median home value in Gilroy is $689,200. The median list price per square foot in Gilroy is $350, which is lower than the San Jose Metro

Figure 16 Commute traffic along Highway 101: a familiar and frustrating experience. Source: http://www.mercurynews.com/2014/05/29/highway-101-after-1-2-billion-in-road-work-its-as-jammed-as-ever/

[55] http://www.gilroyedc.org/resources/index.php (Gilroy Economic Profile)

[56], [55] http://www.hcd.ca.gov/policy-research/plans-reports/docs/pb02housing_economic_well_being0214.pdf

[58]http://www.mercurynews.com/2017/08/09/google-village-sparks-new-downtown-san-jose-property-buying/

average of $577."[59] Zillow also lists San Francisco's median at $1,003 per square foot and Oakland at $468. In an August 11, 2017 article in the Mercury News, the second-quarter report of the California Association of Realtors found that "…a minimum income of $90,370 was required five years ago to purchase a median-priced single-family home of $447,970 in the nine-county Bay Area. Today, in the wake of substantial job growth, particularly in the tech industry, the minimum necessary income has climbed to $179,390 while the median price has ratcheted up to $895,000 for the region."[60]

Figure 17 Land around Diridon being considered by Google.

The affordable housing crisis in the greater Bay Area is likely to continue into the immediate future and spread, and Gilroy has a great catalytic opportunity to develop diverse housing options by a downtown HSR station to get ahead of the housing cost bubble that is being driven by the intense demand for housing. It is also a great opportunity because downtown Gilroy is already accessible by transit (VTA, Caltrain, other possible future intercity rail), which would make commuting for Google employees and others very convenient. It may also be possible to collaborate with Google in the future to develop more transit options, should Google employees choose to live in Gilroy.

Making it a priority to provide enough affordable housing for residents is also a form of investment by the City, and shows a commitment to supporting all of the City's residents. It has been shown that "families in stable housing (adequate, safe and affordable) have more income in their budget available for basic living necessities, such as food, utilities, transportation to and from work, school, daycare, and healthcare"[61]. Financial instability also becomes a burden for the City in the forms of lost tax revenue, unpaid utilities, and public benefit use[62]. When families do not have to struggle with unaffordable housing payments on top of the Bay Area's high cost of living, they can build some savings and be more resilient in economically stressed times. The community and City also benefit when individuals have housing and economic stability by not having to deal with high renter turnovers, evictions, losses in city revenue and tax money, or other burdens on the City's budget.

[59] https://www.zillow.com/gilroy-ca/home-values/
[60] http://www.mercurynews.com/2017/08/11/bay-area-real-estate-to-buy-a-median-priced-home-you-now-need-income-over-179000/
[61] http://www.hcd.ca.gov/policy-research/plans-reports/docs/pb02housing_economic_well_being0214.pdf
[62] http://www.urban.org/urban-wire/financially-insecure-residents-can-cost-cities-millions

When households are able to live in affordable housing, have easier access to their jobs, and have access to a wider job market, this is all beneficial not only to the household but the local economy because of increased financial security and more disposable income. Using the incoming HSR station as a catalyst for creating jobs, housing, and transit options that are available to a wide range of people can pave the way to a more economically resilient and inclusive Gilroy.

SECTION 4.3: SOCIAL RESILIENCE

Access to stable affordable housing and a wider range of jobs provides more than just economic benefits. Alleviating some of the financial burdens of residents instills more stability within the community. It also allows residents opportunities to engage in community building and neighborhood investment that they may not have had the time for when dealing with uncertain housing arrangements or the stress of living paycheck to paycheck. Fostering the ties that residents have to the city and their neighborhoods will add to the social cohesion and social resilience of the city. This will empower the community and promote citizen engagement. In the face of a shock event or stressor, having a strong sense of community spirit and unity is beneficial to the City, particularly for aid and recovery efforts.

Figure 18 Main Street Square in Rapid City USA. Having safe, accessible community gathering spaces is important. It is doubly important to support residents so they actually can enjoy and use these spaces. Source: http://worldlandscapearchitect.com/2013/REA/MSS-

Social resilience often is intertwined with economic resilience. Currently, Gilroy's employment sectors are largely in management, administrative, and sales jobs[63]. Attracting diverse businesses to the City provides more job choices for residents. Being able to work closer to home cuts down on commute and can improve quality of life, in addition to providing benefits to the local economy. Currently, the City is somewhat of a bedroom community, with residents often commuting outside of the City for their jobs. Even if people may not work in the City, creating plenty of reasons for residents to stay in Gilroy to relax and recreate after work or on weekends can go far in building social resilience. Revitalizing downtown and having a vibrant town center for residents to shop, dine, live, and celebrate will bring the community together as well as benefit the City.

A great example of a nice local event in downtown is Gilroy's Spice of Life summer farmer's market. A recent guest column[64] in the Gilroy Dispatch, the local newspaper, highlighted the value of having these local events and spaces where the community can gather and support local farmers and businesses. These kinds of smaller, more personal events help knit together a stronger community fabric where people feel connected to their neighbors and the city they live in. A nice place to live with plenty to do brings social stability, which in turn adds to social resilience.

Figure 19 Gilroy's Summer Spice of Life Farmer's Market. Source: https://bloximages.newyork1.vip.townnews.com/gilroydispatch.com/content/tncms/assets/v3/editorial/8/8f/88f9942c-5529-11e7-bf1f-03ce6ac63191/59482d757f157.image.jpg?resize=760%2C570

[63] http://www.gilroyedc.org/resources/index.php

[64] http://www.gilroydispatch.com/news/guest-column-gilroy-farmers-market-is-a-trip-back-in/article_a3529df6-52d0-11e7-b1e1-d3f5907415b1.html

SECTION 4.4: ENVIRONMENTAL RESILIENCE

The main environmental resilience building opportunities for housing, jobs, and commute come with more efficient land use, co-benefits of infill and preserving agriculture/open space, and cutting GHG emissions. Cutting GHG emissions is arguably the most prioritized goal in the state and around the world for addressing climate change. Mitigation, adaptation, and resilience go hand-in-hand in this case: preventing climate effects from getting worse, being ready for climate effects, and rebounding quickly.

In the face of steady population growth, the City of Gilroy should take the initiative to prepare housing stock and begin to densify where available to stay ahead of the rocketing housing costs seen in most of the San Francisco Bay Area and across the state. By moving forward now, the City will have more time to get the details right and effectively plan for the future without having to play catch-up with rising housing demand. With the passage of the UGB, Gilroy has effectively protected its urban/rural boundary and committed to developing more densely and efficiently rather than defaulting to suburban sprawl. As discussed before in Chapter 3 of this document, preserving open and agricultural lands also preserves the lower GHG emission levels of such land use as well as the various ecological services they provide.

This is the time for the City to tackle GHG emission levels within the City limits, as well as looking at opportunities to collaborate with other jurisdictions on regional transportation projects and goals. Suburban sprawl contributes to environmental bad habits, especially driving more[65]. Multifamily housing is more environmentally friendly due to its higher density development, creating less impacts in terms of land use as well as allowing for the concentration of public services. More time and money can be spent on improving existing infrastructure. There are also more opportunities to share benefits of new green infrastructure (ex. solar panels, grey

Figure 20 Location Efficiency: Household and Transportation Energy Use by Location. Source: https://www.epa.gov/sites/production/files/2014-03/documents/location_efficiency_btu.pdf

[65] https://www.citylab.com/equity/2011/12/missing-link-climate-change-single-family-suburban-homes/650/

water treatment) if integrated in early planning stages for projects in the HSR station area. Multifamily housing is more energy efficient as well, as found in the EPA study: Location Efficiency and Housing Type – Boiling it Down to BTUs (British Thermal Units). The study finds that "housing type and location, along with energy-use features of homes and vehicles, all have an important role to play in achieving greater energy efficiency"[66]. As seen in Figure 20, an energy-efficient, multifamily home using fuel-efficient vehicles and located in a transit-friendly site uses 70 million BTUs per year, which is less than 30% of the 240 million BTUs used by a single-family, detached home without energy-efficient features or cars in an automobile-dependent site[67].

Additionally, having mixed-use developments with commercial/business combined with housing is highly beneficial for residents and the environment. Residents in higher density mixed-use areas can access multiple amenities without driving, which benefits the environment, as well as public health. Moving away from past planning practices that focused on access by automobile, smart growth densification practices that create multi-use hub type developments are more efficient, friendlier to the environment, and more comfortable for pedestrians. Thus, creating housing and jobs in such infill and redevelopment projects adds to environmental resilience by increasing land use efficiency, cutting vehicle miles travelled (VMT), and mitigating GHG emissions.

SECTION 4.5: SUGGESTIONS

The City should develop projects in and around the downtown station area for: affordable housing, pedestrian and transit oriented development, attracting businesses and job creation, infill and density building redevelopment, and public realm improvements. To make the most of the downtown HSR station as a catalyst, these types of projects can create beneficial growth in downtown. Putting in these investments will firmly establish Downtown as the City center: a hub for jobs, entertainment, and travel for the community.

Resources:

- For data and regional context: MTC Vital Signs[68], Plan Bay Area 2040[69], CalEnviroScreen 3.0[70], CalTrans traffic counts[71] and GIS data[72].

- For development planning and implementation: SGC programs and technical assistance[73]; Center for Creative Land Recycling (CCLR) brownfield remediation

[66] https://www.epa.gov/smartgrowth/location-efficiency-and-housing-type
[67] https://www.epa.gov/smartgrowth/location-efficiency-and-housing-type
[68] http://www.vitalsigns.mtc.ca.gov/
[69] http://2040.planbayarea.org/
[70] https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30
[71] http://www.dot.ca.gov/trafficops/census/
[72] http://www.dot.ca.gov/hq/tsip/gis/datalibrary/
[73] http://sgc.ca.gov/

programs, resources, and technical assistance[74]; OPR 2017 General Plan Guidelines[75] (particularly Chapter 5: Creating equitable and resilient communities, and Appendix A), California Department of Housing and Community Development (CalHCD) plans and reports[76] and policies[77].

- For financing projects: California Housing Finance Agency[78], CalHCD grants and funding[79], California Climate Investments (Cap-and-Trade) programs[80], CalTrans Sustainable Transportation Planning Grants[81]

CHAPTER 5. HOW CAN THE CITY OF GILROY COLLABORATE WITH CHSRA AND OTHER ENTITIES TO WORK TOWARDS SHARED GOALS?

Getting a high-speed rail station comes with challenges, but also comes with great opportunities to jump-start projects that may not have been as feasible before. A few possibilities will be discussed in this section.

SECTION 5.1: CHSRA PARTNERSHIP POSSIBILITIES

For green infrastructure, there are possibilities for the City to collaborate with CHSRA to benefit from infrastructure upgrades. Because the HSR stations will be certified LEED (Leadership in Energy and Environmental Design) platinum buildings, many benefits from possible green infrastructure and tech pieces such as solar arrays, recycled water processing, or waste processing could be extended into the surrounding downtown area (depending on what is built with the stations). Early discussions on what the City and CHSRA can both benefit from and how to maximize partnership potential on these fronts will yield more co-benefits and allow the City to achieve additional sustainability and climate adaptation goals, particularly for the downtown area.

Tying into green infrastructure and sustainability, it may also be possible to partner with CHSRA to develop other climate mitigation and adaptation measures within the development of the station area. While the CHSRA will be developing designs for the station, the City may be able to work with CHSRA staff with development of adaptation infrastructure like bioswales or public

[74] https://www.cclr.org/programs
[75] https://www.opr.ca.gov/s_generalplanguidelines.php
[76] http://www.hcd.ca.gov/policy-research/plans-reports/index.shtml
[77] http://www.hcd.ca.gov/policy-research/specific-policy-areas/index.shtml
[78] http://www.calhfa.ca.gov/
[79] http://www.hcd.ca.gov/grants-funding/index.shtml
[80] http://www.caclimateinvestments.ca.gov/
[81] http://www.dot.ca.gov/hq/tpp/offices/orip/Grants/grants.html

plazas and parks in the station area. CHSRA also has its own sustainability policies[82], visioning and goals for station area planning[83], and is invested in implementing TOD at HSR stations[84].

In addition, the City of Gilroy can leverage its status as a HSR station city in grant applications (such as the AHSC and SALC programs) and to attract investment in the downtown station area. Business and tourism will highly benefit from accessibility through high-speed rail and future expanded regional rail. Having the downtown station as a platform for people to directly arrive at the center of the City is valuable, efficient, and attractive as a destination. Coordinating within the region to have the station as a transportation hub for the rest of South County and nearby locales can also benefit Gilroy as well as the other areas by emphasizing easier accessibility and potential for growth.

SECTION 5.2: REGIONAL COORDINATION

An important consideration is to have specific local approaches as well as a coordinated regional approach to maximize the utilization of the high-speed rail station in Gilroy. As California moves towards a more sustainable, resilient future, it is important to note that transit is the sector with the most GHG emissions (39% of total statewide emissions in 2015)[85]. Expanding sustainable public transit is a vital piece to cutting GHG emissions and building statewide resilience, and it happens to come with many great co-benefits. The improvement and expansion of transit options for the region will help alleviate congestion, improve quality of life for residents in the area, allow for efficient resource use (land, energy), and other previously discussed benefits. One of the biggest benefits will be the expansion of transit accessibility, which would be a boon to both locals and visitors alike. These are a few of the existing and proposed transit projects in the region that would benefit greatly from regional coordination:

Commuter Rail Extensions & Expansions

- Salinas Commuter Rail Extension (Amtrak Capitol Corridor- Ongoing) <http://www.tamcmonterey.org/programs/rail/salinas-rail-extension/>
- Santa Cruz passenger rail to Pajaro (Feasibility study completed in 2015) <https://sccrtc.org/projects/rail/passenger-rail/>
- Light rail from Monterey to Castroville (undergoing Environmental Review) <http://www.tamcmonterey.org/programs/rail/monterey-branch-line/>

Bike & Transit Plans

- CalTrans District 4 (Bay Area) Bike Plan <http://www.dot.ca.gov/d4/bikeplan/>
- VTA Santa Clara County Bike Plan Update: <http://www.vta.org/projects-and-programs/planning/bike-plan>

[82] https://www.hsr.ca.gov/Programs/Green_Practices/index.html
[83] https://www.hsr.ca.gov/docs/brdmeetings/2015/brdmtg_100615_Final_StationPPT_BOD_100515.pdf
[84] https://www.hsr.ca.gov/docs/programs/station_communities/HST_Station_Area_Development_General_Principles_and_Guidelines.pdf
[85] https://www.arb.ca.gov/cc/inventory/data/data.htm

- VTA Valley Transportation Plan 2040 <http://www.vta.org/projects-and-programs/planning/valley-transportation-plan-2040-vtp-2040>

SECTION 5.3: SUPPORTIVE POLICIES, LEGISLATURE, AND PROJECTS

STATE

- **Affordable Housing, Sustainable Communities, & Development**
  - The CA Strategic Growth Council's (SGC) **Affordable Housing and Sustainable Communities Program (AHSC)** (and other grant award programs) <http://sgc.ca.gov/Grant-Programs/index.html>
  - CA's Low-Income Housing Tax Credit Programs <http://www.treasurer.ca.gov/ctcac/tax.asp> can help with funding housing developments. Other resources are also discussed in the previous Chapter.
  - The Strategic Growth Council (SGC) runs the **Integrated Regional Conservation and Development (IRCAD) Program**. The purpose of this Program is to define regional conservation goals for priority species and natural communities, and strategies to implement these goals in the context of anticipated development projects covering transportation, energy and other sectors. <http://sgc.ca.gov/Initiatives/Integrated-Regional-Conservation-Development.html>

- **Transportation**
  - **Caltrans District 4 Division of Transportation Planning and Local Assistance** <http://www.dot.ca.gov/d4/transplanning/> Caltrans Local Assistance was established to help develop a long-range vision for the multi-modal transportation system through partnerships with State, regional, and local agencies, to assist cities and counties secure Federal and State funding for local transportation projects and services, and to manage the District's Project Initiation Document (PID) Program. The division has four offices: Advance Planning, Transit and Community Planning, System and Regional Planning, and Local Assistance.
  - In accordance with **California Statute, Government code 65088**, Santa Clara County has established a **Congestion Management Program (CMP)**. The intent of the CMP legislation is to develop a comprehensive transportation improvement program among local jurisdictions that will reduce traffic congestion and improve land use decision-making and air quality. VTA serves as the Congestion Management Agency (CMA) for Santa Clara County and maintains the county's CMP. <http://www.vta.org/cmp>

- **Climate Change & Climate Adaptation**
  - California has many **climate change and climate adaptation programs**, which can be found through this portal site: <http://climatechange.ca.gov/>

- **California Climate Investments** (programs funded through the Cap and Trade program) <http://www.caclimateinvestments.ca.gov/> and particularly the **Sustainable Communities and Clean Transportation** programs: California's transportation sector represents 37% of GHG emissions statewide. **SB 862**, enacted by the Legislature and the Governor in 2014, beginning in the 2015–16 fiscal year, and notwithstanding Section 13340 of the Government Code, 35% of annual proceeds are continuously appropriated, without regard to fiscal years, for transit, affordable housing, and sustainable communities programs. <http://www.caclimateinvestments.ca.gov/sustainable-communities-clean-transportation/>
- The **AB 32 Scoping Plan** is the State's official GHG reduction plan. It outlines the State's comprehensive strategies to achieve our ambitious GHG reduction goal of 40% below 1990 levels by 2030. The California Air Resources Board (ARB) is in the process of updating the Plan. The Strategic Growth Council has been collaborating with ARB and numerous other State agencies to help develop potential strategies for consideration in the Scoping Plan that advance the role of sustainable and equitable land use, development, and transportation strategies that reduce vehicle miles of travel (VMT).

COUNTY/REGION

- **Transportation**
  - Metropolitan Transportation Commission's (MTC) Complete Streets Policy (Resolution 3765, Adopted June 28, 2006), which requires pedestrian and bicyclist needs to be accommodated in any infrastructure project funded all or in part with regional funds.
  - VTA Complete Streets Program (part of OBAG): <http://www.vta.org/projects-and-programs/complete-streets>

- **Development & Sustainable Communities**
  - **Plan Bay Area 2040 (MTC, ABAG)** is an update of the long-range Regional Transportation Plan and Sustainable Communities Strategy for the nine-county San Francisco Bay Area. <http://2040.planbayarea.org/>

LOCAL

- **Transportation**
  - Caltrain Comprehensive Access Policy: <http://www.caltrain.com/Assets/_Public+Affairs/pdf/Comprehensive+Access+Policy.pdf>
  - Caltrain Bicycle Access and Parking Plan: <http://www.caltrain.com/projectsplans/Plans/Bicycle_Access_and_Parking_Plan.html>

- **Climate Change & Climate Adaptation**
    - Gilroy Climate Action Plan Interim Guidelines (Section IX: Unfinished business) <http://gilroy.granicus.com/MediaPlayer.php?view_id=16&clip_id=1129>

- **Affordable Housing, Sustainable Communities, & Development**
    - City of Gilroy 2040 General Plan Housing Element policies (adopted Dec. 2014) <http://www.gilroy2040.com/wp-content/uploads/2015/03/GilHE_Adopted_HE_Compiled_web.pdf> Has good policies that should be implemented:
        - H-1.6 The City shall continue to implement the Downtown Specific Plan and encourage and coordinate activities with the Downtown Business Association and Economic Development Corporation to encourage mixed-use development.
        - H-1.D. Facilitate Infill Development The City shall coordinate efforts with private and non-profit developers, and other housing related groups to encourage the construction of residential development through a menu of regulatory incentives (e.g., streamlined review and other methods that will effectively encourage infill development). The City shall monitor infill development on a biannual basis to ensure the effectiveness of programs to encourage housing development. If, based on its biannual review, the City finds that additional programs are need to facilitate infill development, the City shall revise programs as appropriate.

CHAPTER 6. HOW HAVE OTHER CITIES ACHIEVED SUCCESS?

This section compiles data, resources, tools, and examples that should be useful and specifically relatable to Gilroy.

SECTION 6.1: CASE STUDY CITIES RELATABLE TO GILROY

LIVERMORE
Population: 89,110
Downtown tourism page: http://www.livermoredowntown.com/
Downtown Revitalization plan: http://www.cityoflivermore.net/citygov/cdd/downtown/default.htm

Livermore's downtown has won several awards following their revitalization project. The City's Downtown Revitalization page and Downtown Specific Plan provide some interesting ideas, and show the benefits of having flexible uses of downtown space (ex. Having a "flex-zone" where businesses can convert diagonal parking spaces to outdoor space for dining and display). The strategic planning for catalytic sites to energize the downtown throughout most of the week to provide support for the downtown's brick-and-mortar shops may also be useful to reference for Gilroy. ***A recurring pattern amongst successful revitalizations is the focus on developing pedestrian-oriented space; incorporating office, commercial, and residential uses; and making sure the downtown attracts activity throughout the day and caters to multiple uses.*** As their website states: "The idea is that office uses will support downtown retail and restaurant businesses during the day and that downtown residents will frequent downtown retail and restaurants in the evenings and on weekends. Being a short walk from your favorite retail or restaurant is a lifestyle choice that many enjoy and that helps keep downtown businesses going." The downtown is also accessible by BART, bike, bus, and ACE transit.

Figure 21 Downtown Livermore - First Street, before renovations.

Figure 22 Downtown Livermore - First Street, after renovations.

WEST SACRAMENTO

Population: 52,981

Figure 23 West Sacramento AHSC project renderings.

West Sacramento was ***recently awarded AHSC funds for redevelopment***, see the footnoted article for more details[86]. Case study resources are in the process of being created by the SGC.

Key takeaway points: project was shovel-ready, close proximity to public transportation, leveraged $6 for every $1 of Cap-and-Trade money invested, and had high level of community engagement. West Sacramento is also proposing an Enhanced Infrastructure Financing District (EIFD) to help with the West Sacramento Redevelopment Project Area: https://www.cityofwestsacramento.org/city/depts/admin_services/finance/eifd_formation.asp

[86] https://www.bizjournals.com/sacramento/news/2015/06/22/affordable-housing-project-in-west-sacramento-set.html

Additionally, West Sacramento has a Community Investment Action Plan (adopted in 2012). There is a useful flowchart on page 8 of their community investment framework (https://www.cityofwestsacramento.org/civica/inc/displayblobpdf2.asp?BlobID=8033) that consists of 4 components:

- Inputs: infrastructure funding, dedicated funding for core activities, real estate tools
- Activities: project delivery, economic development, real estate transactions
- Outputs: catalytic infrastructure projects, development-ready sites, private investment, development projects
- Outcomes: financial return on investment to the city, non-financial return on investment to the city

HANFORD

Population: 55,547
Main Street page: http://www.mainstreethanford.com/
Downtown development page: http://www.ci.hanford.ca.us/depts/cd/ed/downtown_hanford.asp
Cross Valley Corridor Plan: http://www.tularecog.org/cvcp/

The Kings/Tulare HSR station will be located near Hanford, and is envisioned to become a transit hub for the communities in Kings and Tulare counties. The HSRA has an agreement with Tulare County Association of Governments (TCAG), which is also working with cities in Tulare, Kings, and Fresno counties to create the Cross Valley Corridor local rail and bus system (Hanford will be one of the cities included in the Corridor).

Figure 25 Map of the study area for the Cross Valley Corridor rail project. The project extends over 3 counties: Tulare, Kings, and Fresno (Huron). Source: http://www.tularecog.org/cvcp/

Additionally, Hanford was chosen as an example as it is in the same category of “Inland Small Town” in the Strategies for Sustainable Communities for California Cities report by OPR, and has a similar population to Gilroy. ***Hanford has achieved accreditation as a certified member of Main Street America for 17 years in a row[87], and follows the 4 Point Approach guidelines*** (Promotion, Organization, Economic Restructuring, and Design). The Downtown association partnered with the Distrx app to include their downtown in the app, and the Downtown has an event called the Thursday Night Market Place every Thursday (calendar posted on their website). The Downtown also hosts a Wine and Chocolate tasting event every December. The City also has Innovative Incentive Programs for existing and new businesses at http://www.ci.hanford.ca.us/depts/cd/ed/innovative_incentive_programs.asp

Figure 27 Main Street Hanford

Figure 26 Downtown Hanford Thursday Night Marketplace

[87] http://hanfordsentinel.com/news/local/main-street-hanford-receives-accreditation/article_8d8cf2da-f55c-53b2-b205-70b3f5085f18.html

LODI
Population: 64,641
Lodi tourism page: http://www.visitlodi.com/

Lodi was chosen as an example as it is also in the same category of "Inland Small Town" in the Strategies for Sustainable Communities for California Cities report by OPR, and has a similar population as Gilroy. ***Lodi's downtown revitalization was spearheaded with the help of a local champion and supportive mayor***, as covered in this 2013 SF Gate article: http://www.sfgate.com/wine/article/Downtown-Lodi-evolves-into-tourist-destination-3848683.php

Redevelopment was voted on by the city and passed, and was funded by bond measures. Some incentives for downtown development are municipal power and enterprise zones. Newer developments include an interactive science museum, a theater, new restaurants and wine tasting rooms, and small retailers. Lodi is also pushing their own city name and branding as a tourist destination.

Figure 28 One of Lodi's Downtown gateways.

Figure 29 Another of Lodi's Downtown Gateways.

NAPA

Population: 80,416
Downtown Napa website: http://donapa.com/
Downtown Napa Specific Plan:
http://cityofnapa.org/index.php?option=com_content&view=article&id=1968:library-downtown-specific-plan&catid=15:city-departments-and-divisions&Itemid=104&highlight=WyJzcGVjaWZpYyIsInBsYW4iLCJzcGVjaWZpYyBwbGFuIl0=

In the past decade, efforts to renew Napa's downtown have been largely successful, even with a brief pause after the 2014 earthquake. The city has revitalized its riverfront, including a multimillion-dollar flood-control plan, added a gourmet food hall (Oxbow Public Market), and created a homegrown music festival in 2013 called BottleRock[88]. Downtown Napa also hosts live music events every Wednesday through Saturday at various venues in Downtown. ***Though Napa itself is not very accessible by transit, there are shuttle services between hotels/resorts and wineries, and the Downtown renovations have made Downtown more pedestrian friendly and walkable.***

There is also a new redevelopment project currently moving forward in Downtown Napa, the 325,000 square foot First Street project. The project is a mixed-use development with 110,000 square feet in 45 shops and restaurants, new 30,000 square feet of office space and a 183-

[88] http://www.sfgate.com/travel/article/One-Day-One-Place-Napa-a-destination-in-its-own-10954742.php

room Archer Hotel, at a cost of $200 million to develop. The projected completion date is slated for Fall 2017.

The Downtown Napa Specific Plan focuses in vision elements for the downtown specific plan include: Developing as the “distinctive Heart of Napa”, transformation of physical landscape, diversity of people and activities.

Figure 30 Downtown Napa riverfront

Figure 31 Downtown Napa

PLEASANTON

Population: 82,270
Downtown tourism site: http://www.pleasantondowntown.net/
Downtown Specific Plan site: https://ptowndtown.org/

The Downtown specific plan is currently in the process of being updated. The ***focuses of the Downtown specific plan update are***: creating the most desirable mix of land uses, design improvements throughout the Downtown Specific Plan area, future development opportunities for the Civic Center site, connections from Main Street to side streets, and multi-modal mobility in the Downtown area (movement of cars, buses, bicycles, and pedestrians).

Pleasanton also is a member of the certified Main Street America program (joined in 2000), and follows the same 4 point framework for development. Downtown Pleasanton has over 550 businesses. They host First Wednesday street parties in Downtown, "Sizzlin' Saturdays" and "Sunday Fundays" with live music and promotions, and have a Friday night "concert in the park" series.

Figure 32 Downtown Pleasanton gateway

Figure 33 Downtown Pleasanton during the Antique & Collectable Faire

DUBLIN

Population: 59,583
Downtown Dublin site: http://dublinca.gov/1558/Downtown-Dublin
Downtown Specific Plan: http://dublinca.gov/DocumentCenter/View/7859

Focuses of Downtown Dublin's plan: Promoting more intensive growth, attracting younger commuters, and providing incentives for development and investment to improve the City's tax base.

Downtown Dublin has used its BART station as a catalyst for new development, particularly for housing. Dublin is a ***relatively suburban city that has been growing rapidly*** (2010 population: 46,063), and was one of the fastest growing cities in California in 2013 at a rate of 6.8%[89]. Dublin has ***various business incentives and programs to encourage investment*** in the downtown area including: sales tax reimbursement, commercial facade improvement, fee deferral, small business assistance, sewer capacity assistance, PACE financing for energy upgrades, and Economic Development Subsidies (AB 562).

Much of the land around the Dublin BART station is being developed into high density housing, some with mixed use and shopping plazas nearby to provide residents easy access to amenities. ***It may be informative for Gilroy to keep an eye on Dublin's rapid development moving forward***, though Dublin's redevelopment around their BART station is mostly new and

[89] https://patch.com/california/dublin/dublin-is-the-second-fastest-growing-city-in-california

on previously empty land (as seen below from Google Maps).

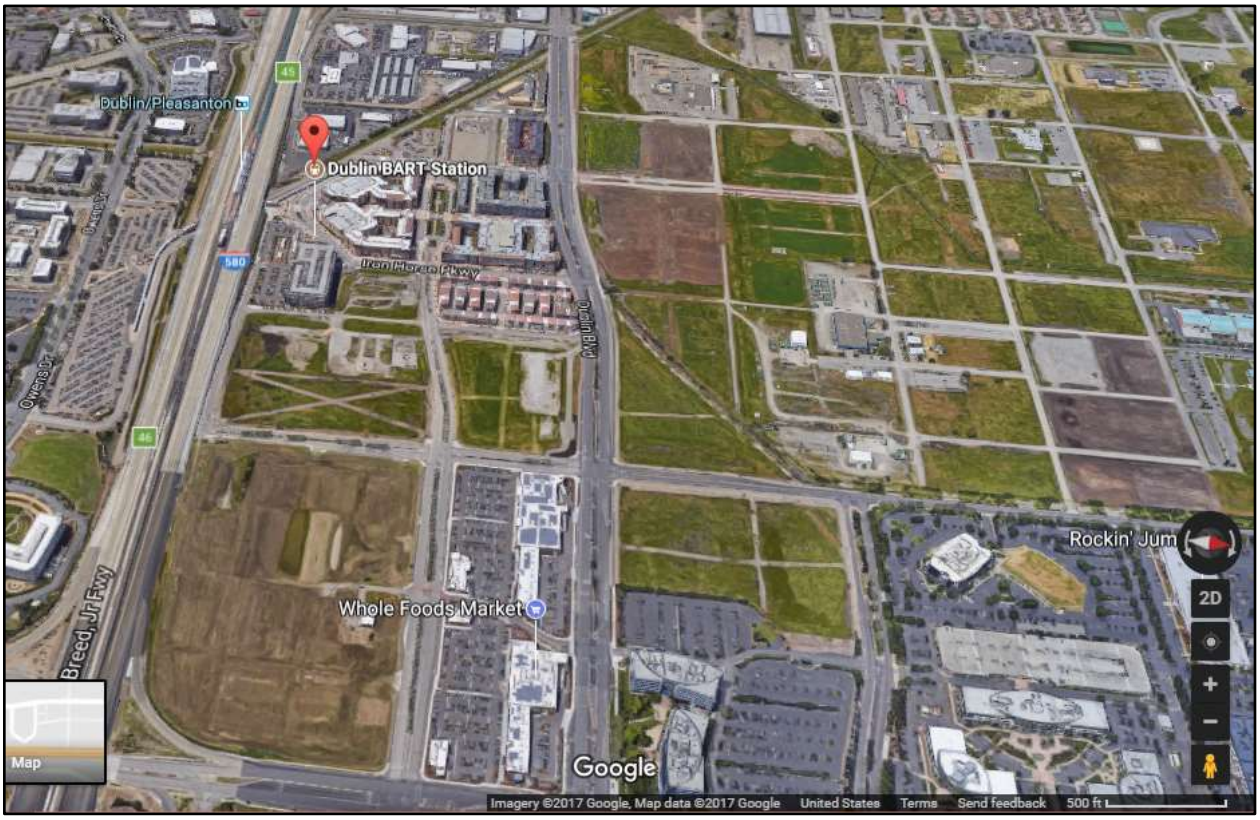


Figure 34 Dublin BART station area (most new developments will be high density housing)

Figure 35 City of Dublin and BART station area context

Figure 36 Downtown Dublin concept art for developments

REDWOOD CITY

Population: 84,950
Downtown tourism site: http://www.downtownredwoodcity.org/

Downtown Redwood City has revitalized its downtown over the past decade. ***With easy access to Caltrain and developments that are pedestrian and transit oriented with many mixed use buildings (business, commercial, residential), Redwood City's downtown is active throughout the day.*** There are also many events hosted in Downtown throughout the year (ex. Music and Movies on the Square, Magic Lantern 3D Light Show, and various festivals). Redwood City is also working to preserve affordable housing and build more high density housing in the surrounding downtown area.

Downtown precise plan (adopted 2011): <http://www.redwoodcity.org/departments/community-development-department/planning-housing/planning-services/general-plan-precise-plans/downtown-precise-plan> Focuses in vision elements: Redwood City's residents, customers, workers, and visitors will have the ideal combination of varied shops and services, rich cultural and civic opportunities, the presence of City and County government, Downtown workplaces, convenient transit connections to the region, and a spectrum of in-town living and working opportunities.

Figure 37 Downtown Redwood City (Box Headquarters seen in background, Caltrain station is located behind the Box Headquarters building)

Figure 38 Downtown Redwood City (City Hall, Movies on the Square event)

CITY	DOWNTOWN SPECIFIC BRANDING?	SLOGAN and/or LOGO
Livermore	Yes	Where Brilliance Thrives! Livermore Downtown Where Brilliance Thrives!
West Sacramento	No	CITY OF WEST SACRAMENTO
Hanford	Yes (logo only)	Planning Tomorrows Main Street HANFORD
Lodi	No	Behind the wine LODI CALIFORNIA behind the wine
Napa	Yes	Do Napa DOWNTOWN NAPA

Pleasanton	Yes	The Name Fits
Dublin	No	The New American Backyard
Redwood City	No, but does have a downtown specific website	Climate Best by Government Test

SECTION 6.2: DOWNTOWN REVITALIZATION

- **National Trust for Historic Preservation**
  - https://savingplaces.org/we-are-saving-places
    The National Trust for Historic Preservation, a privately funded nonprofit organization, works to save America's historic places. Their mission is to ***protect significant places representing diverse cultural experiences*** by taking direct action and inspiring broad public support.

- **Main Street America**
  - http://www.mainstreet.org/mainsite/mainstreetamerica/theapproach
    Main Street America has been helping ***revitalize older and historic commercial districts*** for more than 35 years. Today it is a network of more than 1,600 neighborhoods and communities, rural and urban, who share both a commitment to

place and to building stronger communities through preservation-based economic development. ***There are a number of Californian cities that are members*** of this organization (including: Livermore, Hollister, Monterey, Fremont, Pleasanton, Richmond, Martinez, Benicia, San Luis Obispo, Hanford, and more). The "Main Street Approach" is a "Four Point" strategy, with the following four points:

ECONOMIC VITALITY focuses on capital, incentives, and other economic and financial tools to assist new and existing businesses, catalyze property development, and create a supportive environment for entrepreneurs and innovators that drive local economies.

DESIGN supports a community's transformation by enhancing the physical and visual assets that set the commercial district apart.

PROMOTION positions the downtown or commercial district as the center of the community and hub of economic activity, while creating a positive image that showcases a community's unique characteristics.

ORGANIZATION involves creating a strong foundation for a sustainable revitalization effort, including cultivating partnerships, community involvement, and resources for the district.

Figure 39 Main Street America's 4 points strategy.

SECTION 6.3: GUIDES AND FRAMEWORKS FOR SMART GROWTH AND DEVELOPMENT

- **Strategies for Sustainable Communities for California Cities (OPR)**
  - https://www.opr.ca.gov/docs/StrategiesforSustainableCommunities.pdf
    Gilroy is in the ***Inland Small Town*** category. The paper lists specific Goals, Challenges, Strategies and resources to implement listed strategies for each type of community. It also has a useful chart for success indicators and how to measure metrics, and provides links to related agencies' resources as well.
  - ***Strategies for Inland Small Towns are listed as follows***:
    - Strengthen economic base and small-town character by preserving surrounding priority agriculture lands, while diversifying the region's existing economic strengths.
    - Provide a greater mix of retail and services to serve local residents and to minimize long driving trips to larger cities.
    - Provide a safe and attractive walking environment in the central core and surrounding neighborhoods.
    - Improve transit access to Major City and Inland Hub City destinations (e.g., hospitals and community colleges) for those who do not drive.
    - Improve linkages to regional transit to allow access to regional amenities and services.

- **Frameworks, guides, case studies for Smart Growth in small towns and rural communities compiled by the EPA**
  - https://www.epa.gov/smartgrowth/smart-growth-small-towns-and-rural-communities
    This page provides links to many EPA guides/frameworks, as well as links to federal technical assistance programs, technical assistance reports, national award for smart growth achievement winner case studies, webinars, and other resources.

- **EPA Smart Growth Self-Assessment Tool**:
  - https://www.epa.gov/smartgrowth/smart-growth-self-assessment-rural-communities
    This tool helps prioritize strategies and identify low-hanging fruit that can move a community closer to its economic, social, and environmental goals. This self-assessment focuses on policies, programs, and initiatives rather than strictly regulatory measures.

- **30 Strategies to Help Local Governments Overcome Obstacles and Encourage Infill Development in Distressed Communities**
    - https://www.epa.gov/smartgrowth/attracting-infill-development-distressed-communities
      This report organizes ***30 strategies into two main categories: foundation and funding (charts from the guide seen below, Figure 21, 22).*** In the appendix of the guide there are comprehensive self-assessment questions communities can answer to determine if they are ready to pursue infill development and if particular strategies are appropriate for their context.

FOUNDATION	
	PRIORITIES
	Strategy 1: Identify Priority Infill Development Areas
	POLICIES
	Strategy 2: Expedite Development Review
	Strategy 3: Set Tiered Impact Fees
	Strategy 4: Ease Parking Requirements in Infill Locations
	Strategy 5: Adopt Flexible Codes
	Strategy 6: Provide Clear Rules for Renovating Historic Buildings
	Strategy 7: Adopt an Adaptive Reuse Ordinance
	Strategy 8: Offer Density Bonuses in Infill Locations
	Strategy 9: Put Public Offices in Infill Locations
	PARTNERSHIPS
	Strategy 10: Seek State and Regional Partners
	Strategy 11: Identify Key Anchor Institutions
	Strategy 12: Explore Employer-Assisted Housing
	Strategy 13: Engage Philanthropic Organizations
	Strategy 14: Create a Public Sector-Developer Liaison
	Strategy 15: Create a Local Developer Capacity-Building Program
	PERCEPTION
	Strategy 16: Strengthen Code Enforcement
	Strategy 17: Build Complete Streets
	Strategy 18: Create a Business Improvement District
	Strategy 19: Hold Public Events and Festivals in Infill Locations
	Strategy 20: Initiate a Neighborhood Identity Campaign

Figure 40 Source: https://www.epa.gov/sites/production/files/2015-05/documents/fresno_final_report_042215_508_final.pdf

Figure 41 Source: https://www.epa.gov/sites/production/files/2015-05/documents/fresno_final_report_042215_508_final.pdf

- **California Air Resources Board (CARB) Sustainable Communities Research**
  - https://www.arb.ca.gov/research/sustainable/sustainable.htm
    ARB's Sustainable Communities efforts focus on land use and transportation planning, green buildings, and cool communities and evaluate the potential within these areas to reduce GHG emissions, air pollutants, and the urban heat island effect. Research areas are centered on the following topics: ***Low carbon transportation choices, land use and transportation planning, green buildings, and cool communities.***

- **California Air Resources Board (CARB) Air Quality and Transportation Planning**
  - https://www.arb.ca.gov/planning/planning.htm
    This page provides a list of state and federal plans, policies, guidance, and regulations related to ***air quality and transportation planning***.

SECTION 6.4: CONTEXT DATA & TOOLS

HIGH-SPEED RAIL DEVELOPMENT

- **Harnessing High-Speed Rail: How California and its cities can use rail to reshape their growth**
  - http://www.spur.org/sites/default/files/publications_pdfs/SPUR_Harnessing_High-Speed_Rail.pdf
    This September 2017 study by the San Francisco Bay Area Urban Planning and

Research Association (SPUR) underlines the hope that HSR in California can help shift the state's growth pattern to one that focuses on and revitalizes city centers to protect important farmland and natural landscapes. It emphasizes the ***importance of intermediate cities being proactive and actively planning to maximize the benefits and opportunities they can capture from HSR***. Otherwise, some evidence suggests these opportunities will default to the larger cities along the route. The SPUR study provides an ***overview of economic, planning, and development strategies and suggestions*** that cities may find useful for their own planning endeavors.

- **Planning for Complementarity: An Examination of the Role and Opportunities of First-Tier and Second-Tier Cities Along the High-Speed Rail Network in California**
    - http://transweb.sjsu.edu/PDFs/research/1030-complementarity-cities-high-speed-rail-california.pdf
      A study compiled in 2012 by the Mineta Transportation Institute regarding the opportunities for station cities in the proposed California HSR network. The study "develops ***recommendations for the planning, design, and programming of areas around California stations for the formation of transit-supportive density nodes***". The study covers economic and spatial impacts, a review of international HSR impacts, HSR urban design principles and practices, city-specific case studies, and recommendations. It includes a case study analyzing Gilroy as well, along with data and projections.

DEMOGRAPHICS

- **Santa Clara County Gilroy 2016 profile:**
    - https://www.sccgov.org/sites/sccphd/en-us/Partners/Data/Documents/City%20Profiles/Gilroy_final.pdf
      Includes data on the following: demographics; income and job opportunities; opportunities for high quality and accessible education; safe, sustainable, accessible, and affordable transportation options; affordable, accessible, and nutritious foods; affordable and high quality housing; access to affordable and safe opportunities for physical activity; tobacco and smoke-free; safe communities, free of crime and violence; and health status.

- **Gilroy H+T (Housing and Transportation) Index Fact Sheet**:
    - http://htaindex.cnt.org/fact-sheets/?lat=37.0057816&lng=-121.5682751&focus=place&gid=28457#fs
      The Center for Neighborhood Technology's Housing and Transportation Affordability Index provides housing and transportation data as maps, charts and

statistics. This provides a more comprehensive way of thinking about the true affordability of a place.

- **Census Bureau: Gilroy Population and Housing Narrative 2011-2015**
  - https://thedataweb.rm.census.gov/TheDataWeb_HotReport2/profile/2015/5yr/np01.hrml?SUMLEV=160&state=06&place=29504

- **American Community Survey Data (Census Bureau) for Gilroy, California**
  - Social Characteristics — includes Education, Marital Status, Relationships, Fertility, Grandparents… (https://factfinder.census.gov/bkmk/table/1.0/en/ACS/15_5YR/DP02/1600000US0629504/)
  - Economic Characteristics — includes Income, Employment, Occupation, Commuting to Work… (https://factfinder.census.gov/bkmk/table/1.0/en/ACS/15_5YR/DP03/1600000US0629504/)
  - Housing Characteristics— includes Occupancy and Structure, Housing Value and Costs, Utilities… (https://factfinder.census.gov/bkmk/table/1.0/en/ACS/15_5YR/DP04/1600000US0629504/)
  - Demographic Characteristics — includes Sex and Age, Race, Hispanic Origin, Housing Units… (https://factfinder.census.gov/bkmk/table/1.0/en/ACS/15_5YR/DP05/1600000US0629504/)

- **Bay Area data visualization tool**
  - http://www.vitalsigns.mtc.ca.gov/
    The Vital Signs tool shows the region's performance using a series of indicators. ***Indicators focused on are in four key areas of regional vitality: transportation, land and people, the economy, the environment and social equity.*** Tracking these allows us to examine historical trends, similarities and differences within the region and the competitiveness with other major metropolitan areas.

- **CalEnviroScreen 3.0**
  - https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30
    CalEPA used CalEnviroScreen 3.0 to designate disadvantaged communities pursuant to Senate Bill 535 in April 2017. CalEnviroScreen is a screening methodology that can be used to help identify California communities that are disproportionately burdened by multiple sources of pollution. ***Gilroy has tracts in the top 25% of disadvantaged communities statewide, which may grant priority status to project proposals in state grant applications (particularly for climate adaptation/mitigation grants)***.

CLIMATE ACTION (GHG DATA DISCLOSURE & TRACKING)

- **Climate Mayors (non-binding commitment)**
  - http://climatemayors.org/get-involved/city-officials/
    The City should consider joining the Climate Mayors network. "Climate Mayors (aka the Mayors National Climate Action Agenda) is a Mayor-to-Mayor network of US Mayors collaborating on climate. It is led by Mayor Garcetti of Los Angeles and operationally run by the Chief Sustainability Officer for LA, Lauren Faber O'Connor. ***There are no binding commitments as a Climate Mayors member, only that cities are pursuing actions to achieve an emissions reduction target*** through: 1) Developing a community Greenhouse Gas (GHG) inventory, 2) Setting near- and long-term targets to reduce emissions, and 3) Developing a Climate Action Plan aligned with the city's targets."

- **Global Covenant of Mayors & CDP (Carbon Disclosure Project)**
  - http://www.globalcovenantofmayors.org/participate/
    https://www.cdp.net/en/cities-discloser
    The Compact of Mayors and EU Covenant of Mayors programs have been incorporated together under the new Global Covenant of Mayors program. In the future, the City should consider committing to the Global Covenant of Mayors and ***disclosing emissions data with CDP (a partner organization for reporting) to enable measurement, tracking, and management of all of the City's environmental impacts.*** This also may aid in showing investors what the City is doing (supported by hard data) to manage their environmental risk, and provide opportunities for partnerships with other jurisdictions/private companies working towards common sustainability goals. In 2014, the 207 cities worldwide reporting impacts with CDP accounted for 28% of the world's GDP (approximately $21 trillion). ***California cities currently participating include***: Alameda, Benicia, Berkeley, Chula Vista, Cupertino, Emeryville, Fremont, Hayward, Lancaster, Long Beach, Los Angeles, Manhattan Beach, Oakland, Palm Springs, Palo Alto, Piedmont, Richmond, San Diego, San Francisco, San Jose, San Leandro, San Luis Obispo, San Rafael, Santa Barbara, Santa Cruz, Santa Monica, Solana Beach, Sonoma County, West Hollywood, and Yountville.

SECTION 6.5: FUNDING RESOURCES

Strategic Growth Council:

- Affordable Housing and Sustainable Communities grant:
  http://www.sgc.ca.gov/Grant-Programs/AHSC-Program.html

The release of a 2016-2017 AHSC NOFA and application are expected to occur on October 2, 2017. Gilroy has tracts in the top 25% of Disadvantaged Communities in the state, which means ***Gilroy projects can get priority when applying for AHSC funds.*** Additionally, in the Housing and Transportation Collaboration point allocation (max 10 points), ***there is 1 point for Projects within environmentally cleared High Speed Rail Station Planning Areas.*** The AHSC program provides ***grants and affordable housing loans for compact transit-oriented development and related infrastructure and programs that reduce greenhouse gas ("GHG") emissions.*** These projects increase the accessibility of housing, employment centers, and key destinations via low-carbon transportation options (walking, biking, transit) resulting in fewer vehicle miles traveled (VMT) and mode shift.

Map and details of past AHSC projects:
http://sgc.apps.projects.databasin.org/v1/index.html

- Sustainable Agricultural Lands Conservation grant (a component of the AHSC program)
  http://www.sgc.ca.gov/Grant-Programs/SALC-Program.html
  The program ***supports the protection and management of California's agricultural lands through planning and permanent protection of farm and ranch lands via agricultural easements***. SALC will prevent increases in GHG emissions by limiting opportunities for expansive, vehicle dependent forms of development in favor of more focused, compact, and transit oriented development within discrete growth boundaries. In future years, SALC is proposed to support farm-scale conservation management practices that further promote reductions in GHG emissions and increases in soil carbon sequestration.

- Transformative Climate Communities grant
  http://www.sgc.ca.gov/Grant-Programs/Transformative-Climate-Communities-Program.html
  The TCC Program furthers the purposes of AB 32 (Nunez, Chapter 488, Statutes of 2006) and AB 2722 (Burke, Chapter 371, Statutes of 2016) by ***funding projects that reduce greenhouse gas (GHG) emissions through the development and implementation of neighborhood-level transformative climate community plans*** that include multiple, coordinated GHG emissions reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities.

California Climate Investments (Cap-and-Trade funds):

- Greenhouse Gas Reduction Fund (GGRF) program
  http://www.transformca.org/transform-report/guide-greenhouse-gas-reduction-fund-program-designs-expenditures-and-benefits

The earlier mentioned SGC programs are funded through the GGRF; ***other grants and programs include: the Low Carbon Transportation Program; Transit & Intercity Rail Capital Program & Low Carbon Transit Operations Program; Low-Income Weatherization Program; Urban and Community Forestry Programs.***

- Within **Gilroy's Plan 2040 Housing Element policy**[90], there are lists of different funding sources for Affordable Housing (page 9). Examples: One Bay Area Grants awarded by the Association of Bay Area Governments; HCD Local Housing Trust Fund Program; HUD Section 811 funding for supportive housing for extremely low-income residents; The state Infill Infrastructure Grant program, sponsored by the Department of Housing and Community Development (HCD); and The State Multifamily Housing Program (MHP), sponsored by HCD.

[90] http://www.gilroy2040.com/wp-content/uploads/2015/03/GilHE_Adopted_HE_Compiled_web.pdf