

Gonzales 2010 General Plan Environmental Impact Report—Volume 2

SCH# 2009121017

Appendices



City of Gonzales

July 2010



Coastal Plans
Land Use and Housing Plans
Transportation Plans
Environmental Reports

Gonzales 2010 General Plan
Environmental Impact Report
SCH #2009121017

Public Review Draft

Volume 2
Appendices

Prepared for:
City of Gonzales

Prepared by:
Coastplans

July 2010

Table of Contents

APPENDIX A: NOTICE OF PREPARATION (W/ INITIAL STUDY) AND RESPONSES

- a. GOVERNOR'S OFFICE OF PLANNING AND RESEARCH, STATE CLEARINGHOUSE UNIT, DECEMBER 8, 2009
- b. MONTEREY BAY UNIFIED AIR POLLUTION CONTROL DISTRICT, DECEMBER 15, 2009
- c. GOVERNOR'S OFFICE OF PLANNING AND RESEARCH, STATE CLEARINGHOUSE UNIT, DECEMBER 24, 2009
- d. NATIVE AMERICAN HERITAGE COMMISSION, DECEMBER 29, 2009
- e. CALIFORNIA PUBLIC UTILITIES COMMISSION, JANUARY 4, 2010
- f. CALIFORNIA EMERGENCY MANAGEMENT AGENCY, JANUARY 4, 2010
- g. MONTEREY COUNTY RESOURCES MANAGEMENT AGENCY, JANUARY 5, 2010
- h. KAREN MASSEY, JANUARY 7, 2010
- i. TRANSPORTATION AGENCY OF MONTEREY COUNTY, JANUARY 11, 2010
- j. CALIFORNIA NATURAL RESOURCES AGENCY, DEPARTMENT OF CONSERVATION, DIVISION OF LAND RESOURCES PROTECTION, JANUARY 12, 2010
- k. OHLONE/COSTANOAN ESSELEN NATION, JANUARY 19, 2010
- l. MONTEREY COUNTY LOCAL AGENCY FORMATION COMMISSION, JANUARY 25, 2010

APPENDIX B: AMBAG CONSISTENCY DETERMINATION AND AIR QUALITY TECHNICAL DATA

APPENDIX C: TRAFFIC ANALYSIS REPORT

APPENDIX D: GREENHOUSE GAS EMISSIONS TECHNICAL DATA

APPENDIX E: NOISE ANALYSIS REPORT

Appendix A

Notice of Preparation w/ Initial Study and Response Letters



CITY OF GONZALES

147 Fourth Street, Gonzales California 93926, (831) 675-5000

DATE: December 4, 2009

TO: Responsible Agencies, Organizations, and Interested Parties

FROM: Bill Farrel, AICP, Community Development Director

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report
For the Gonzales 2010 General Plan

INTRODUCTION

The City of Gonzales, as the Lead Agency for analysis under the California Environmental Quality Act, hereby notifies all concerned that it is preparing an Environmental Impact Report (EIR) for a project known as *Gonzales 2010 General Plan*. This Notice of Preparation includes information on the location and description of the project being studied, on the plan's purpose and objectives, and on the preliminary scope of analysis for the EIR. This Notice of Preparation also has attached to it, an Initial Study to be used as the basis for focusing the EIR on potential significant effects and avoiding unnecessary analysis on those effects that are not potentially significant. This Notice of Preparation has been sent to responsible and trustee agencies, involved federal agencies, tribal authorities, and interested parties pursuant to Section 15082 of the CEQA Guidelines. Agencies should comment on the scope and content of the environmental information that is germane to the agencies' statutory responsibilities in connection with the proposed project.

Consistent with CEQA Guidelines, the comment period for this Notice of Preparation is 30 days (starting on December 7, 2009 and ending on January 8, 2010). The City of Gonzales welcomes agency and public input during this review. If one or more of the contacted responsible agencies, organizations, or interested parties fail to provide comment on this Notice of Preparation by the end of the review period, the Lead Agency will presume that those who failed to respond have no comment. The City is scheduled to hold two public scoping meetings on December 16, 2009, at 3:00 pm and

6:00 pm, respectively. Both of these meetings will be held at the City of Gonzales City Council Chambers at 117 Fourth Street, Gonzales, California. Agencies and the public are invited to attend these scoping meetings to provide oral comments on the scope and content of the environmental analysis. Copies of the Notice of Preparation and Initial Study can be viewed at City offices located at 147 Fourth Street, Gonzales, California. If you would like to receive an electronic copy of this NOP which includes color maps, call Paula Bonincontri at 831-675-5000 or leave a message with your email address.

Comments may be submitted in writing by January 8, 2010 and addressed to:

Bill Farrel, AICP, Community Development Director
City of Gonzales
P.O. Box 647
Gonzales, California 93926

Comments will also be accepted by email: bfarrel@ci.gonzales.ca.us.

If you are from an agency, your response should include the name of a contact person. Agencies or persons with specific questions about the project should contact Martin Carver, CEQA Project Manager, at (831) 426-4557 (mcarver@coastplans.com) for further information.

PROJECT TITLE:

Gonzales 2010 General Plan

PROJECT LOCATION:

The project is located in and around the City of Gonzales, County of Monterey. A map has been prepared showing the regional location of the Gonzales General Plan Planning Area (attached as Exhibit A).

PROJECT DESCRIPTION:

The City proposes to adopt the *Gonzales 2010 General Plan*, which had its last comprehensive update in 1996. The updated General Plan adds approximately 2,150 acres of land for a variety of urban and open space uses, and approximately 2,130 acres of land for urban reserve. The existing City is approximately 1,340 acres in size and would increase to a total of approximately 3,490 acres if all land identified for urbanization was incorporated and developed (not including Urban Reserve). The General Plan estimates a total buildout population of approximately ~~37,000~~ 37,800 persons and a total employment base of ~~7,300~~ 6,200 jobs. A table has been prepared that shows capacity estimates for housing, commercial and industrial use, population, and employment associated with the plan (attached as Exhibit B).

- ❖ The proposed *Gonzales 2010 General Plan* addresses the seven mandatory topics of Land Use, Circulation, Open Space, Conservation, Noise, and Safety, plus three optional elements: Community Character, Public Facilities and Services, and Sustainability. The Housing Element, which was prepared separately and ahead of the rest of the 2010 Gonzales General Plan was adopted by the City Council on June 15, 2009 following public hearings and was certified by the Department of Housing and Community Development on August 13, 2009. Accordingly, the Housing Element, while included within the General Plan document, is not the subject of this EIR.

Each element includes goals, policies and implementing actions to address issues related to the element. The elements contained in the proposed *Gonzales 2010 General Plan* are as follows:

- ❖ Land Use – Issues include, but are not limited to: agricultural preservation and land use, the structure and design of new neighborhoods, population and employment, and the use of Specific Plans as implementing tools. A Land Use Diagram, which includes the base diagram and three inset maps, has been prepared that describes and designates potential land uses within the *Planning Area* (attached as Exhibits C1 through C4).
- ❖ Circulation – Issues include, but are not limited to: existing and future travel demand and traffic patterns, level of service and other performance measures, truck traffic to industrial areas and the Johnson Canyon Landfill, transit services, and pedestrian and bicycle use. A Circulation Diagram, which includes the base diagram and one inset depicting public transit facilities, has been prepared that identifies the planned circulation system for the city (attached as Exhibits D1 and D2).
- ❖ Conservation and Open Space – Issues include, but are not limited to: biological resources such as special-status species and habitats, water use and conservation, energy conservation, and managed production of resources. This element also includes a discussion of public parks, recreational open spaces, natural areas, hiking and bicycle trails, and open space and parks as part of an overall strategy of sustainability and quality of life.
- ❖ Community Facilities and Services – Issues include, but are not limited to: sewer, water, and drainage facilities and services, governmental services, schools, and social services.
- ❖ Community Character – Issues include, but are not limited to: the design of new neighborhoods, architecture, street design, and the protection of historical and archaeological resources.

- ❖ Sustainability – Issues include, but are not limited to: energy conservation, greenhouse gas emissions, and climate change.

The proposed *Gonzales 2010 General Plan* also includes an introduction (Chapter I), which sets forth the plan purpose and objectives, describes the planning process, discusses major themes and issues, and summarizes the relationship of the plan to other plans and programs in the region. Finally, the proposed *Gonzales 2010 General Plan* includes an implementation chapter (Chapter X), which summarizes the implementing actions identified in the elements of the General Plan.

PLAN PURPOSE AND OBJECTIVES

The *Gonzales 2010 General Plan* seeks, through the adoption of diagrams, goals, policies, and implementing actions in its various elements, to achieve the following objectives:

- Obj 1. Diverse, Self Sustaining Local Economy. The development of a city that has the size, diversity, excellence in urban design, and public services and facilities necessary to create a vibrant, diverse, and self-sustaining local economy that attracts creative and productive citizenry and retains a full range of age groups from the youth to the elderly (all elements);
- Obj 2. Long-Term Vision. The development of a city that has sufficient planning scope to provide a coherent long-term vision of development and discourage incremental development decisions that could result, over the long-term, in an incoherent collection of residential subdivisions (Land Use, Circulation, and Conservation and Open Space elements);
- Obj 3. Small-Town Characteristics. The development of a city that has retained essential small-town characteristics by: 1) ensuring that major new residential development programs are based upon a traditional neighborhood design format with a high degree of walkability, ample parks, and that include elementary schools, small scale commercial uses and that reflect variety providing a variety of housing types, and 2) establishing highest residential densities within a range consistent with other small cities in the region (Land Use and Community Character elements);
- Obj 4. Discouragement of Suburban Sprawl. The development of a city that discourages low-density suburban development characterized by large, single-use housing subdivisions with separate car-dependent commercial services (e.g., strip malls, shopping malls, and fast food chains).

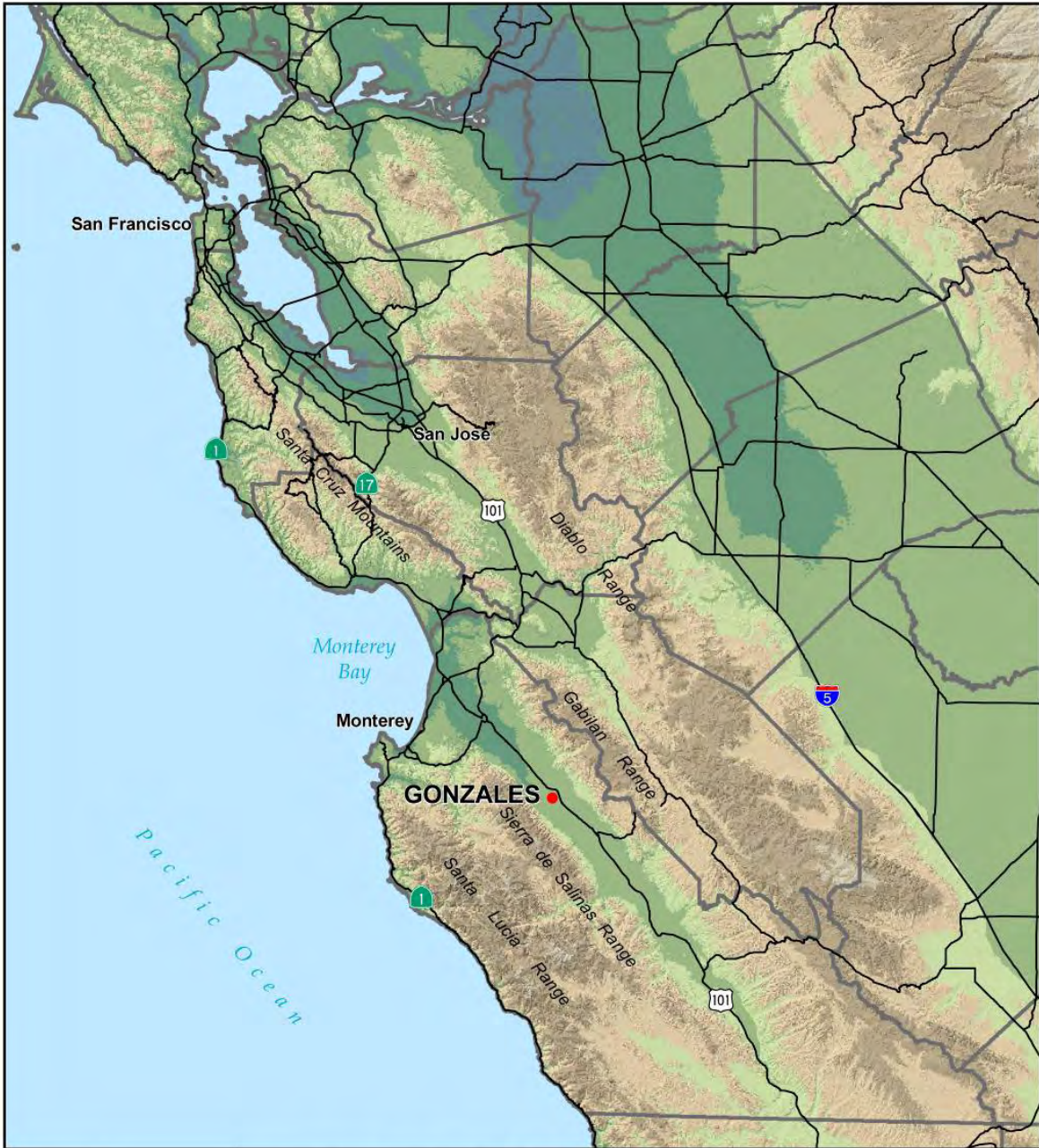
- Obj 5. Protection of Best Agricultural Lands. The development of a city that has a plan for growth that reduces development pressure on the highest quality agricultural lands in the Salinas Valley by promoting growth eastward toward the foothills and away from the Salinas Valley floor, by bounding urbanization with permanently protected agricultural land and effective agricultural buffers, and by encouraging compact urban form and the efficient use of land resources (Land Use, Circulation, Conservation and Open Space, Community Facilities and Services, and Community Character elements);
- Obj 6. Sustainability. The development of a city that has sustainable, energy efficient development that manages greenhouse gas emissions consistent with state and regional goals by emphasizing compact urban form, high connectivity and mobility within and between neighborhoods, ample opportunity for walking and bicycle use, neighborhood retail and other neighborhood commercial uses within neighborhood centers to reduce vehicle use within the neighborhood, and otherwise designing for the efficient use of energy resources (all elements); and
- Obj 7. Enhancement of Natural Environment. An urban experience shaped by the restoration, enhancement, and where possible, the re-creation of the area's natural environment (Land Use, Conservation and Open Space, and Community Character elements); and
- Obj 8. Competitive Development Environment. The development of a city with a primary growth area containing several land owners/developers, so as to maintain a competitive environment for urban development (Land Use element).

PRELIMINARY EIR SCOPE

Exhibit E contains a preliminary description of the intended scope of EIR analysis for the *Gonzales 2010 General Plan*. It is being circulated to agencies and members of the public with the Notice of Preparation (NOP) to allow these parties an opportunity to make specific and timely comments on the proposed content of the EIR. The scope of the EIR will be refined taking these comments into consideration. The analyses in the EIR will describe existing conditions, the legal and regulatory framework relevant to the proposed project, standards of significance to be used in the analysis, analysis methodologies, potential environmental impacts, and recommended mitigation measures. The EIR will focus on potential new development compared to existing conditions. In some instances, the Initial Study concluded that there was no potential significant effect in a particular category of environmental concern, and in these instances, the EIR will provide no further analysis. The Initial Study is attached as Exhibit F and can also be viewed at City offices located at 147 Fourth Street,

Gonzales, California.

Exhibit A – Regional Location



CITY of GONZALES
GENERAL PLAN UPDATE
Regional Location

Figure I-1



Exhibit B – Capacity Estimates

Table II-2.1

EXISTING LAND USE, POPULATION, AND EMPLOYMENT 2009

Designation	Total Acres	Developed Acres	Vacant Acres	Existing Land Use ¹	Population ¹	Employment ²
Residential Uses						
Neighborhood/Neighborhood Residential	1,490	0	1,490	0 DU	0	0
Low Density Residential	427	297	130	1,474 DU	6,494	--
Medium Density Residential	49	39	10	380 DU	1,674	--
High Density Residential	12	2	10	213 DU	856	0
Subtotal	1,978	338	1,640	2,067 DU	9,025	0
Commercial Uses						
Community Commercial Mixed Use	90	0	90	0 SF	--	0
Downtown Mixed use	18	18	0	220,000 SF	--	157
Highway Commercial	75	5	70	60,000 SF	--	157
Subtotal	183	23	160	280,000 SF	--	314
Manufacturing Uses						
Heavy Industrial/Manufacturing	469	159	310	1,730,000 SF	--	390
Light Industrial/Business Park	20	0	20	0 SF	--	0
Subtotal	489	159	330	1,730,000 SF	--	390
Other Uses						
Public/Quasi-Public	751	431	320	--	--	252
Agriculture	0	0	0	--	--	107
Parks and Open Space	97	27	70	--	--	--
Urban Reserve	2,130	0	2,130	--	--	--
Subtotal	2,978	458	2,520	--	--	359
TOTAL	5,628	978	4,650	--	9,025	1,063

Footnotes:

¹Total dwelling units and population are consistent with California Department of Finance, Table E-5 (DOF 2009)

²Total employment is consistent with AMBAG 2010 Projection (AMBAG 2008)

Exhibit B – Capacity Estimates (Continued)

Table II-2.2

FUTURE LAND USE, POPULATION, AND EMPLOYMENT
 BUILDOUT

Designation	Added Land Use	Total Land Use	Added Population	Total Population	Added Employment	Total Employment
Residential Uses¹						
Neighborhood/Neighborhood Residential	6,800 DU	6,800 DU	25,400	25,400	--	--
Low Density Residential	700 DU	2,174 DU	2,600	9,094	--	--
Medium Density Residential	100 DU	480 DU	400	2,074	--	--
High Density Residential	100 DU	313 DU	400	1,256	--	--
Subtotal	7,700 DU	9,767 DU	28,800	37,825	--	--
Commercial Uses²						
Community Commercial Mixed Use	890,000 SF	890,000 SF	--	--	1,600	1,620
Downtown Mixed use	0 SF	220,000 SF	--	--	0	157
Highway Commercial	550,000 SF	610,000 SF	--	--	1,000	1,157
Subtotal	1,440,000 SF	1,720,000 SF	--	--	2,600	2,934
Manufacturing Uses³						
Heavy Industrial/Manufacturing	2,450,000 SF	4,180,000 SF	--	--	1,600	2,030
Light Industrial/Business Park	160,000 SF	160,000 SF	--	--	200	160
Subtotal	2,610,000 SF	4,340,000 SF	--	--	1,800	2,190
Other Uses						
Public/Quasi-Public	--	--	--	--	800	1,002
Agriculture	--	--	--	--	--	107
Parks and Open Space	--	--	--	--	--	--
Urban Reserve	--	--	--	--	--	--
Subtotal	--	--	--	--	800	1,109
TOTAL	--	--	28,800	37,825	5,200	6,233

Footnotes:

¹Dwelling units for new neighborhood areas calculated as follows: acres x 65% x 7 du/ac ; for other areas: acres x 7 du/ac. Population calculated as follows: dwelling units minus 3% vacancy factor x 3.84 persons per household. All rounded to nearest hundred. Residential potential for community commercial area calculated as follows: 90 acres total, half of which will be one-story commercial development with an F.A.R. of 25%. The other half will be two-story, with a F.A.R. of 45%. With a 10% net-to-gross conversion, that yields: 40 acres @ 25% = 435,600 sf traditional one-story commercial; 40 acres @ 45% = 784,000 sf mixed, two-story commercial. Second-story space (i.e., 392,000 sf) would be office or residential use. If we allocate one quarter to residential use, we get 98,000 sf residential. At an average of 800 sf per residential unit, that gets us about 122 units (rounded to nearest 100).

²Commercial square feet calculated as follows: acres x 80% occupancy x 90% gross to net conversion x .25 FAR; rounded to nearest 10,000. Jobs calculated as follows: SF ÷ 550 SF per employee; rounded to nearest 100.

³Industrial square feet calculated as follows: acres x 80% occupancy x 90% gross to net conversion x .25 FAR; rounded to nearest 10,000. Jobs calculated as follows: SF ÷ 1,000 SF per light industrial employee (1,500 per heavy industrial employee); rounded to nearest 100.

Exhibit C1 – Draft Land Use Diagram

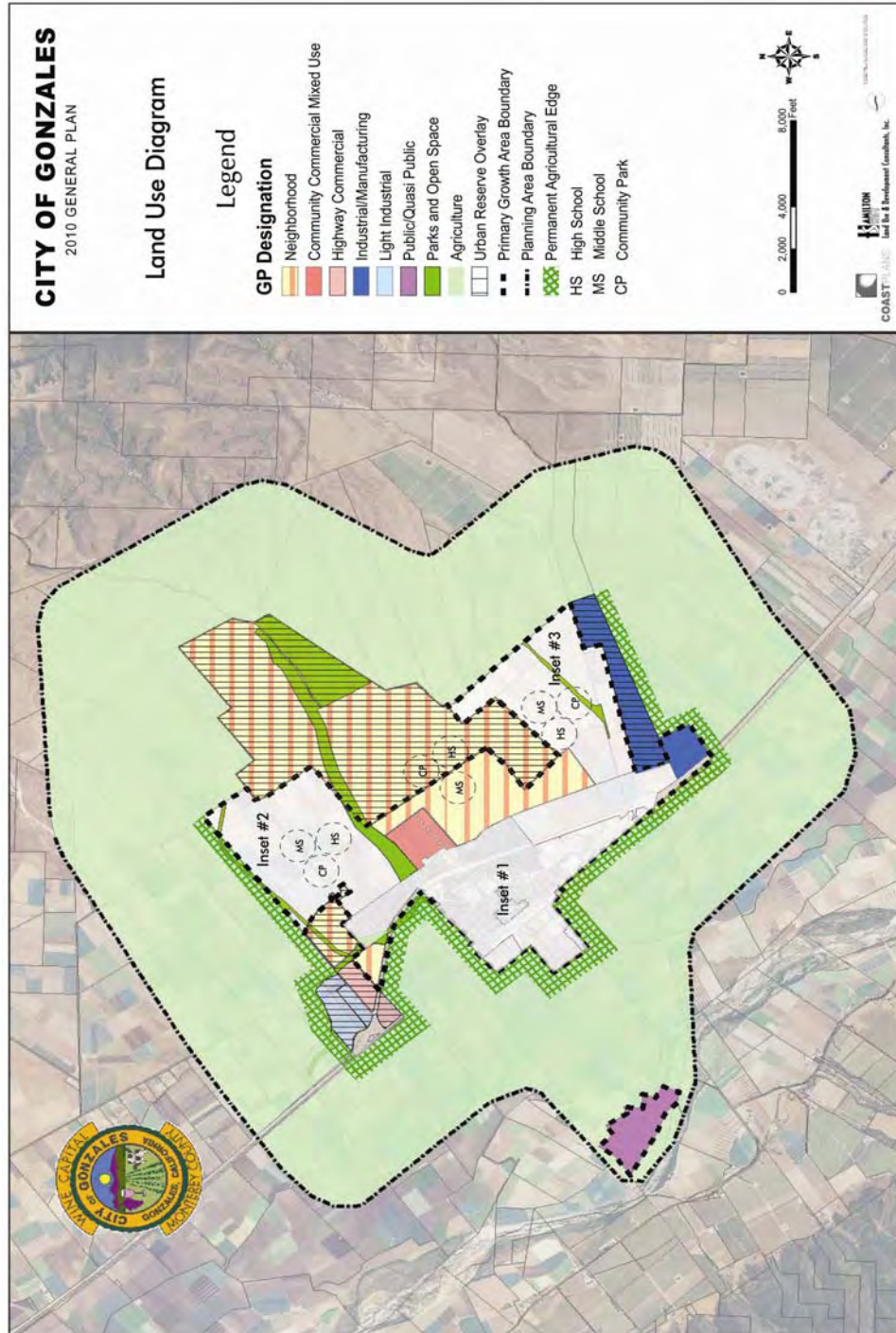


Exhibit C2 – Draft Land Use Diagram Inset 1

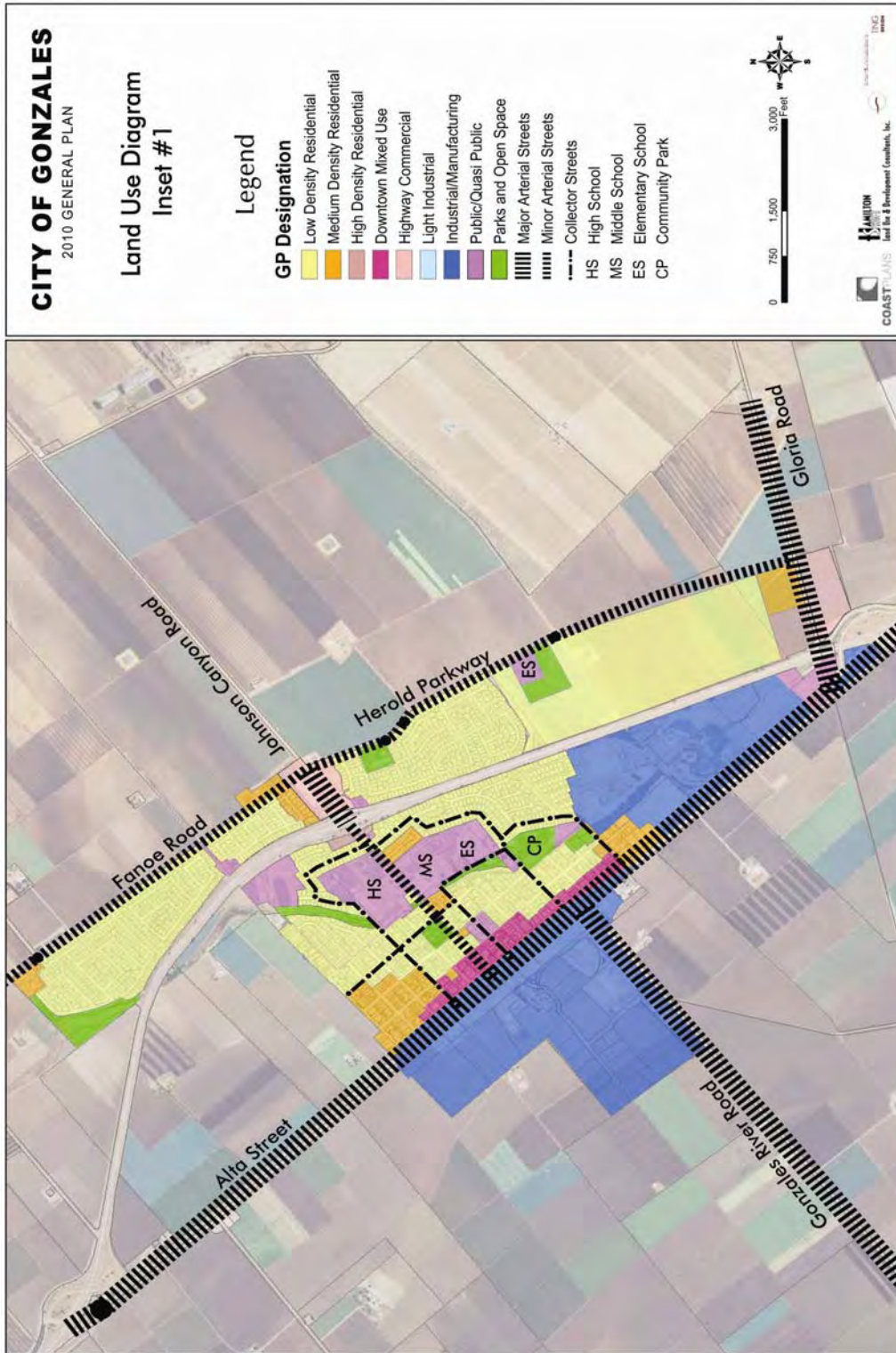


Exhibit C3 – Draft Land Use Diagram Inset #2

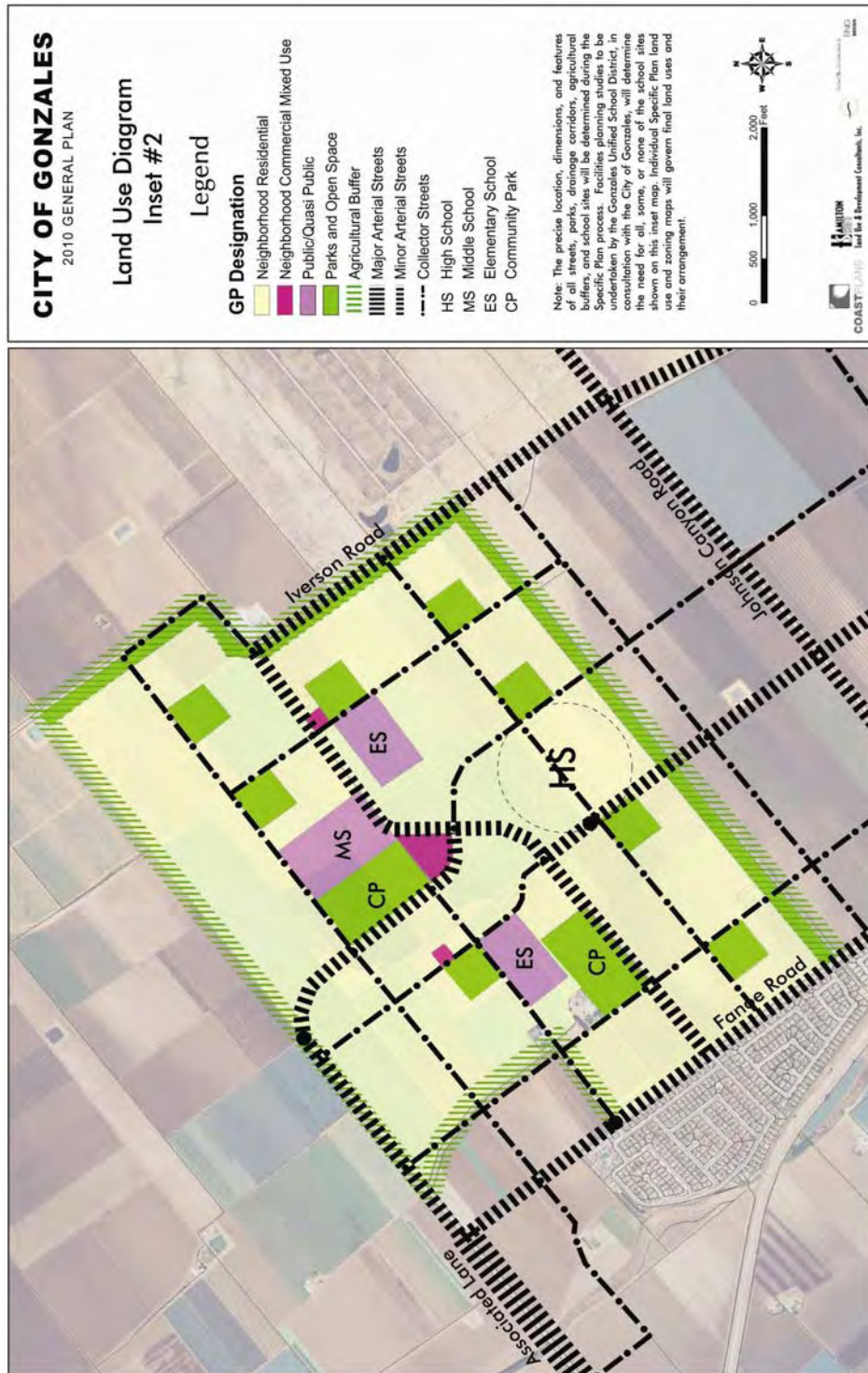


Exhibit C4 – Draft Land Use Diagram Inset #3

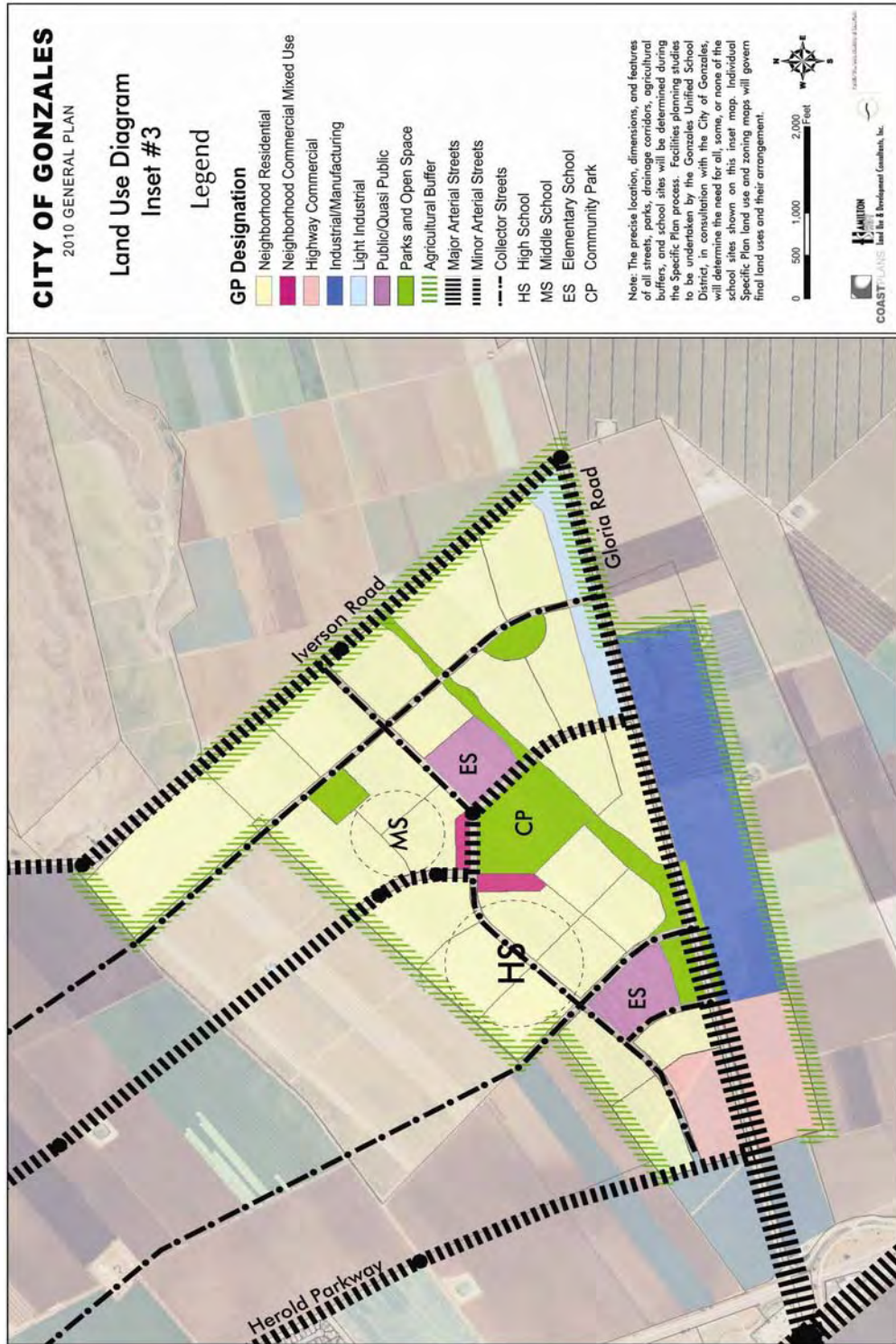


Exhibit D1 – Draft Circulation Diagram

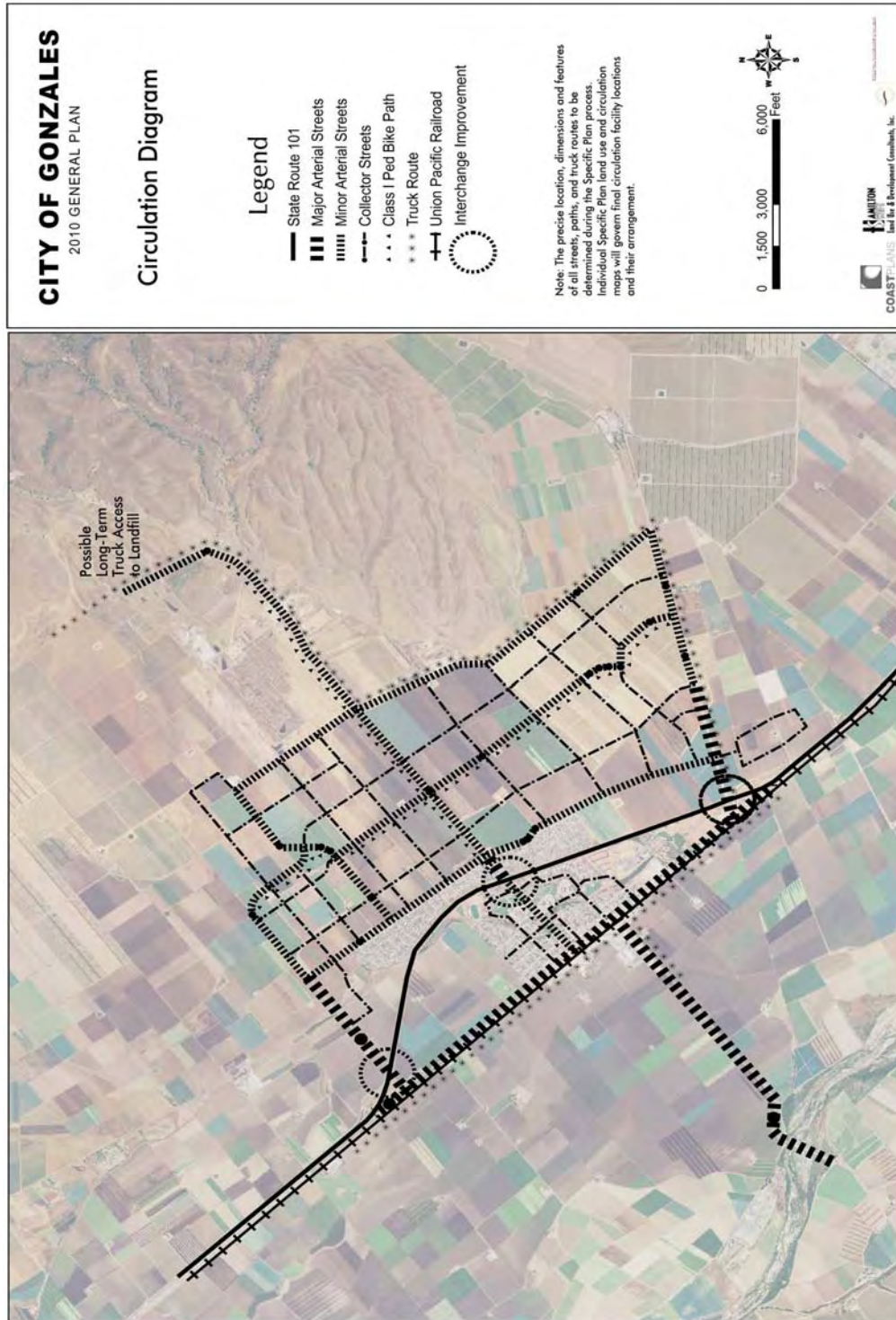


Exhibit D2 – Draft Circulation Diagram Inset #1

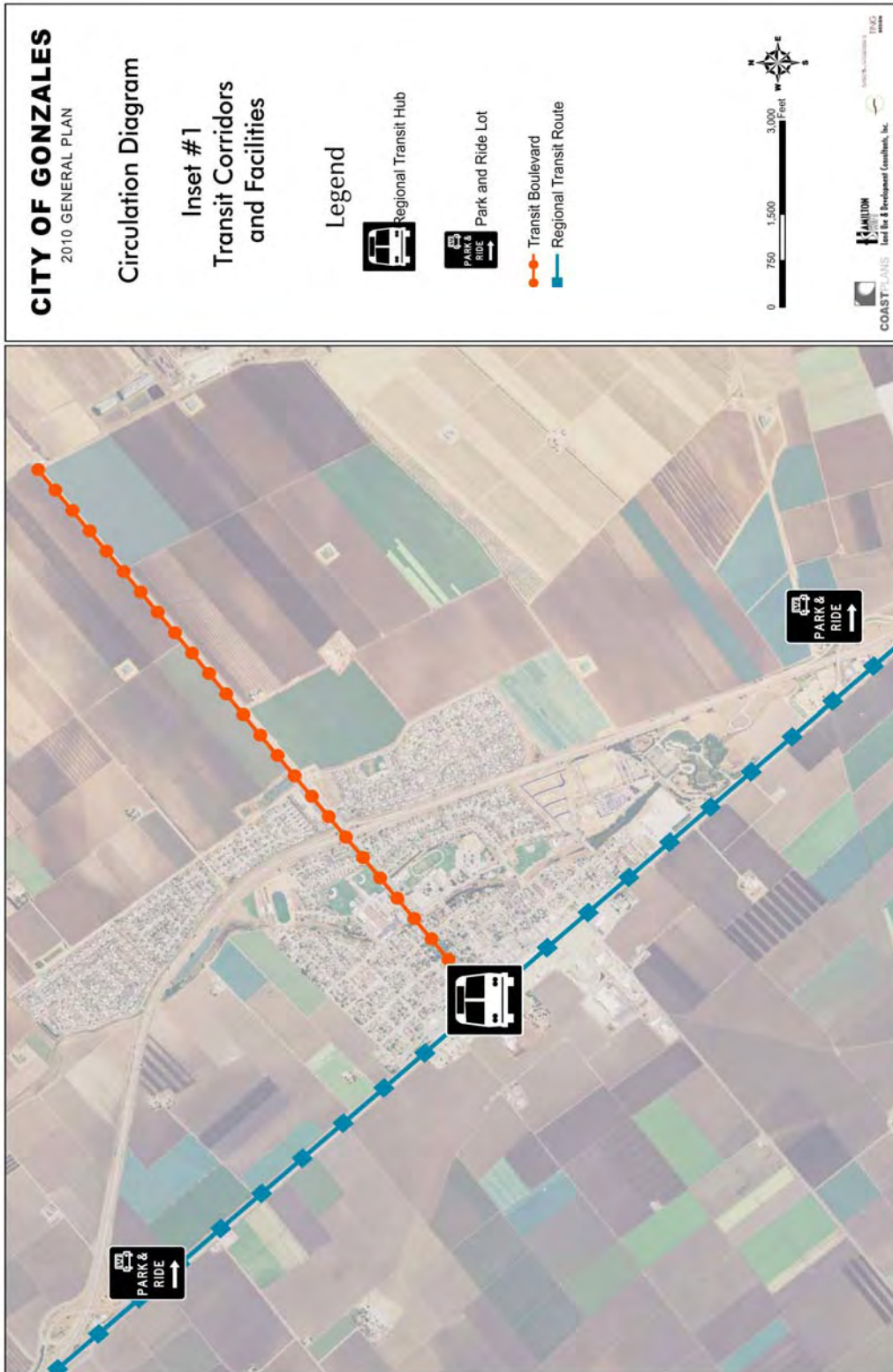


EXHIBIT E

PRELIMINARY EIR SCOPE

The following is a brief discussion of the topics that the EIR will evaluate.

Aesthetics

The project area includes agricultural lands east of Highway 101 that slope gently upward toward the foothills of the Gabilan Mountains, and this agricultural area would undergo the greatest physical change under the *Gonzales 2010 General Plan*. The EIR will describe and qualitatively analyze changes in the visual environment that would result from project implementation, from representative vantage points. These vantage points are anticipated to include, at a minimum, views from Highway 101, Gonzales River Road, Johnson Canyon Road, Alta Street, and Fanoe Road.

The EIR will address the following questions. Would the project:

- a) Substantially degrade the existing visual character or quality of the site and its surroundings?
- b) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Agricultural Resources

Most of the land that would be designated for urbanization in the *Gonzales 2010 General Plan* is currently prime farmland or farmland of statewide importance. The EIR will analyze the proposed project for agricultural impacts under CEQA. The agricultural classification of the project area for CEQA purposes will be determined pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency.

The EIR will address the following questions. Would the project:

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use?
- b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

- c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?

Air Quality

The project site is located in the North Central Coast Air Basin (NCCA). The project site is located in the Central Salinas Valley, which regularly experiences moderate to high wind conditions. The EIR will evaluate air quality impacts of the project in conformance with the MBUAPCD *CEQA Air Quality Guidelines*. The potential for local and regional exceedences of the MBUAPCD significance thresholds for criteria pollutants would be quantified in accordance with the guidelines. Regional motor vehicle emissions would be evaluated using the URBEMIS7G model. The consistency of the project with the MBUAPCD's Air Quality Management Plan would be determined by the Association of Monterey Bay Area Governments (AMBAG) via a request for a consistency determination. Such consistency determinations form the basis for the evaluation of a project's cumulative impact on regional ozone concentrations.

The EIR will address the following questions. Would the project:

- a) Conflict with or obstruct implementation of the applicable air quality plan?
- b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?
- c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?
- d) Expose sensitive receptors to substantial pollutant concentrations?
- e) Create objectionable odors affecting a substantial number of people?

Biological Resources

The focus of the General Plan update effort addressing biotic resources was to update information on special-status plant and wildlife species (as defined by CEQA) and sensitive habitats within the City's planning jurisdiction and to supplement previous descriptions of the primary natural features in the City limits, Gonzales Slough, and surrounding area. Since the development of the 1996 General

Plan, knowledge and conservation of local biological resources have progressed: special-status plants and wildlife species were identified and critical fish habitat was designated in the area. In 2008, EcoSystems West reviewed all available documents on biological resources in the vicinity and consulted with local experts. In addition, EcoSystems West conducted reconnaissance site visits of accessible portions of the proposed *Gonzales 2010 General Plan* growth area and surroundings, although access to the area was limited.

The project area is located in the Central Salinas Valley and includes 2,150 acres of land identified for urbanization, plus an additional 2,130 acres designated for Urban Reserve. Most of the developable land within the proposed *Gonzales 2010 General Plan* growth area has been altered by human activities, from agriculture operations, grazing, and re-routing seasonal drainages into ditches, agricultural ponds, or retention basins for irrigation and flood control. The northeastward expansion of the proposed *Gonzales 2010 General Plan* growth area extends the boundary line to the interface of the Salinas Valley floor and the foothills of the Gabilan Range, along the gateway to Johnson Canyon and encompassing the Johnson Canyon Road Landfill. Annual non-native grasslands and oak savanna occur along this boundary.

The primary natural landscape features within and around the City include the Gonzales Slough within the City limits, the Salinas River to the southwest, and the foothills of the Gabilan Range to the northeast. A series of seasonal drainages, including Johnson Canyon Creek, McCoy Creek and several unnamed drainages convey seasonal runoff from the Gabilan Range southwestward. Many segments of these drainages have been altered and converted into channelized agricultural ditches to divert seasonal runoff into agricultural ponds and retention basins, and to assist in regulating seasonal flooding. Strips of ruderal and grassland plant communities occur along some of these drainages and ditches, offering some degree of habitat diversity and cover for wildlife.

The EIR will address the following questions. Would the project:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

- c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?
- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Cultural Resources

Within the existing built area of Gonzales there are a number of single family residences built in the late 19th Century, including: the Albina Brusa House (1873), Parsons House (1880s), Widemann House (1883), and Boekenoogen House (1885) that have historical significance. In addition, there are historic commercial buildings including: the Sneible and Tavernetti Building (1913) and Wells Fargo Bank (1917). Gonzales Community Church, dating from 1885, and the Odd Fellows Building (now used as the City Council Chambers) are on the National Register of Historic Places. There are also a number of sites which contained historic buildings that are no longer standing (including the Stag Saloon (1873) and the Alpine Tavern (1920)).

Several potentially historic structures exist outside the City limits, within the Planning Area, but not within the *Gonzales 2010 General Plan* growth area. An abandoned building west of Alta Street and south of Gonzales River Road dating from 1907 was formerly the Alpine Milk Condensary, established by the originator of the condensed milk process. A structure outside the City limits and also west of Alta Street is believed to be the homesite of one of the sons of the Teodoro Gonzalez, the City's founder.

With regard to archaeological and paleontological resources, the County of Monterey identifies the Gonzales Area as an area of low sensitivity, and there are no known archaeological or paleontological sites in Gonzales. However, the City's setting on level terrain adjacent to a watercourse suggests it might have been a site of habitation by indigenous people. The entire Salinas Valley was occupied for thousands of years by ancestors of such groups as the Costanoan, Ohlone, Salinan, and others. The alluvium deposited by valley flooding may be so thick that remains exist at depths which have yet to be disturbed by farming or urban development.

The EIR will address the following questions. Would the project:

- a) Cause a substantial adverse change in the significance of a historical resource as defined in Resources Code 15064.5?

- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Resources Code 15064.5?
- c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?
- d) Disturb any human remains, including those interred outside of formal cemeteries?

Geology and Soils

Gonzales is located in a region that is seismically active. The San Andreas Fault is located about 11 miles east of the City. The King City Fault lies about four miles west of the City. Other smaller faults, including Bear Valley, Reliz, Tularcitos, Pinnacles, and Chalone Creek, are located within a 15-mile radius of the City. There are no known faults within the City or the Planning Area.

The City could expect to experience moderate to severe groundshaking in the event of a major earthquake on the San Andreas Fault. The fault has the capacity to produce another earthquake similar in magnitude to the great quake of 1906, which measured 8.3 on the Richter Scale. The area between Gonzales Slough and the Salinas River is classified as having "very high" hazard potential. This is primarily due to the alluvial soils along the Gonzales Slough which have been deposited through years of hillside erosion and siltation. Because the soils are newer and looser than those in other parts of the valley, they respond strongly to the seismic waves generated by earthquakes.

With regard to soil, most of the non-urbanized soils within the Gonzales Planning Area are classified as "prime" based on the State Department of Conservation's Important Farmlands Inventory and as "Class I" or "Class II" based on the SCS Land Capability System. The same qualities that make prime soils valuable for agriculture also make them attractive for urban development. They pose few constraints to construction and are usually well-suited for roads, foundations, and other improvements. In some locations, especially where clay content is relatively high, the soil may expand when wet and contract when dry. This shrink-swell cycle may require special engineering solutions and may warrant soil surveys and borings to ensure that the risk of differential settlement and foundation damage is minimized. Engineering plans for new development should consider such factors in the design of roads, utilities, and foundations.

The EIR will address the following questions. Would the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i) strong seismic ground shaking, or ii) seismic-related ground failure, including liquefaction?
- b) Result in substantial soil erosion or the loss of topsoil?

- c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site liquefaction?
- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Hazards and Hazardous Materials

Several thousand pounds of hazardous materials are stored in several locations throughout Gonzales. Agricultural food processing plants use anhydrous ammonia for refrigeration, and chlorine is used in the food washing process (in the form of sodium hydrochloride). Also, hydrochloric acid is used in the wine-making process, and pesticides, herbicides, and fertilizers are used on local farms. In addition to stored chemicals, the City of Gonzales is surrounded by agricultural farmlands within and beyond the *Gonzales 2010 General Plan* growth area. The previous use of the site for agricultural purposes has probably resulted in the presence of residual pesticide concentrations in project area soils. New industrial growth could entail the use/disposal of hazardous materials.

The City of Gonzales adopted an Evacuation Plan in June 2003, which provides for safe and orderly evacuation of people threatened by hazards within the City of Gonzales when the need presents itself. Evacuation routes identified in the plan include roads within the proposed *Gonzales 2010 General Plan* growth area. There are no airports or private airstrips in the Gonzales vicinity, and Cal Fire does not identify any significant fire hazards on the Gonzales Area.

The EIR will address the following questions. Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?
- e) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Hydrology and Water Quality

Drainage and flood patterns in Gonzales have been significantly altered over the years through urban development and agricultural operations. Most local flood hazards are associated with Johnson Canyon Creek and the Gonzales Slough, which together drain an area of about 30 square miles on the east side of the Salinas Valley. The slough is fed by artificial channels that have been created to drain farmland and carry City stormwater and irrigation runoff from the surrounding areas. Stormwater and other runoff in the slough are eventually deposited and absorbed by the soils in the slough.

The basic drainage pattern in Gonzales is from southeast to northwest. Consequently, the eastern portions of the City drain directly to the Gonzales Slough, while the western portions drain to ditches. A ditch along North Alta Street joins the slough near its culvert beneath Highway 101. A ditch along South Alta Street carries runoff to farmland areas southwest of the City, where it is deposited and absorbed by the soil.

With regard to water quality, groundwater is the sole source of domestic water in Gonzales. The groundwater beneath Gonzales is vulnerable to contamination from lawn fertilizer, leaking underground storage tanks, failing septic systems, animal waste, and naturally occurring minerals. High nitrate levels are a persistent problem in the Salinas Valley, with about half of the 58 wells sampled exceeding the State water standard over a testing period of about 30 years. Nitrate problems around Gonzales are most prevalent on the northeast side of the Planning Area, where greenhouse operations and dairy and feed lots are the primary contaminant sources. Elsewhere in the Planning Area, groundwater quality is generally acceptable and meets all water quality standards. In the past, well water quality problems have been addressed with special seals around well heads that block nitrates from entering the water supply.

The EIR will evaluate program impacts related to flooding, with particular emphasis on the Johnson Canyon Creek watershed. The EIR will also evaluate program impacts related to water quality, including urban storm drainage, chemicals residues from agricultural production, and soil contamination related to the animal feedlot located in the eastern part of the *Gonzales 2010 General Plan* growth area. Finally, the EIR will evaluate the effect of urbanization on groundwater recharge in the area.

The EIR will address the following questions. Would the project:

- a) Violate any water quality standards or waste discharge requirements?
- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the

- local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?
- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?
 - d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?
 - e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?
 - f) Otherwise substantially degrade water quality?
 - g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?
 - h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?
 - i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding of as a result of the failure of a levee or dam?

Land Use and Planning

The EIR will evaluate program impacts related to applicable land use plans, policies, or regulations of regional and county agencies whose planning might be affected by adoption of the Gonzales General Plan. Attention would be given to agricultural policies, the maintenance of a stable urban/rural boundary, the provision of an appropriate land use transition to adjacent agricultural lands, and the protection of environmentally sensitive habitats. Although the project would not be subject to County of Monterey regulations, the project's consistency with County zoning, other Planning Code provisions, and other pertinent County land use policies would also be evaluated. The EIR will evaluate project changes in land use and character of the project area as they relate to the compatibility of project land uses with other nearby uses, particularly adjacent agricultural uses. A discussion would also be included in the EIR anticipating the new requirements contained in SB 375, including how the proposed land use plan might inform AMBAG's eventual adoption of a "sustainable communities strategy."

The EIR will address the following questions. Would the project:

- a) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Noise

The noise environment in the project area is influenced by traffic, railroad operations, agricultural activities, landfill activities, and natural noise sources such as wind. Ambient noise levels in the vicinity of the project area are primarily influenced by vehicle travel on Highway 101 and truck traffic to and from the Johnson Canyon Landfill. There are no airports or private air strips in the vicinity of Gonzales.

The EIR will evaluate the program impacts on the noise environment, including noise generated by increased traffic and new industrial and commercial uses. The change in noise levels due to project and cumulative traffic along the roadways most affected by project traffic would be calculated using the noise prediction model of the Federal Highway Administration (FHWA). The EIR will determine the potential for project noise to adversely affect sensitive land uses or activities or to conflict with noise compatibility standards used by the City, as related to both construction and operation.

The EIR will address the following questions. Would the project:

- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?
- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Population and Housing

As a plan for city growth and development, the *Gonzales 2010 General Plan* would provide the basis for adoption of future specific plans and other discretionary approvals enabling development activity that could induce substantial unintended population growth and contribute substantially to a cumulative demand for housing in an area.

The EIR will address the following questions. Would the project:

- a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
- b) Contribute substantially to a cumulative demand for housing that could not be accommodated by other local jurisdictions without similar or greater impacts.

Public Services

The City of Gonzales is responsible for providing fire and police protection services to the project area. The project area is located within the Gonzales Unified School District, which operates four schools—La Gloria School, serving Grades K-4; Fairview Middle School, serving Grades 5-8; Gonzales High School, serving Grades 9-12; and Somavia Continuation High School, serving Grade 10-12. There are currently seven parks totaling approximately 22 acres that provide recreation opportunities in the project area. New development would increase demands on such services and could result in the need for new or expanded governmental facilities that could have environmental impacts.

The EIR will address the following question. Would the project:

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection, police protection, schools, parks, other public facilities?

Recreation

The proposed project would enable population growth that would increase the demand for recreational facilities. The EIR will evaluate the program impacts related to the use of existing neighborhood and regional parks and other recreational facilities.

The EIR will address the following questions. Would the project:

- a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Transportation/Traffic

The main automobile access to the project area is currently provided by Highway 101, a four-lane limited access facility with three interchanges in the Gonzales area—north, central, and south. The existing City is served by a network of local, collector, and arterial streets that are primarily configured in a grid pattern. The proposed *Gonzales 2010 General Plan* growth area is currently accessed by five major streets—Fanoe Road/Herold Parkway, Iverson Road, La Gloria Road, Associated Lane, and Johnson Canyon Road. New roads will need to be constructed and local traffic will increase with projected growth. There are no local airports or air strips.

The EIR will address the following questions. Would the project:

- a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?
- b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?
- c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- d) Result in inadequate emergency access?
- e) Result in inadequate parking capacity?
- f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Utilities and Service Systems

The City of Gonzales is responsible for providing water, sewer, and drainage services to the project area. The City currently obtains drinking water from three active wells and operates a centralized sanitary sewer treatment facility on Gonzales River Road. With increased growth, the demand for water and waste water facilities would increase, necessitating new or expanded facilities. Landfill demand may also increase.

The EIR will address the following questions. Would the project:

- a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
- b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?
- e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?
- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?
- g) Comply with federal, state, and local statutes and regulations related to solid waste?

Greenhouse Gas Emissions

General scientific consensus and increasing public awareness regarding global warming and climate change have placed new focus on the California Environmental Quality Act (CEQA) review process as a means to address the effects of greenhouse gas (GHG) emissions from proposed projects. The EIR will comply by taking the following steps: identifying and quantifying GHG emissions; assessing the significance of the impact on climate change; and if the impact is found to be significant, identifying alternatives and/or mitigation measures that would reduce the impact below significance. The EIR will evaluate the project in terms of its land use and transportation design and policies designed to reduce greenhouse gas emissions.

The EIR will address the following questions. Would the project:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

Mandatory Findings of Significance

The EIR will address the following questions. Does the project:

- a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?
- b) Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)
- c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Cumulative Analysis

The EIR will evaluate the effects of the *Gonzales 2010 General Plan* in combination with the cumulative effects of other past, present, and future projects in the area. Project and cumulative impacts will be addressed for buildout.

Alternatives

The EIR will provide an analysis of a “No Project” alternative, a “Reduced Growth” alternative, and a “Higher Density” alternative. This analysis will be largely qualitative in nature but will include quantitative information on the number of acres of farmland and open space potentially lost to urbanization and on the increase in the number of housing units, commercial and industrial square feet, jobs, and population.

EXHIBIT F
INITIAL STUDY

1. Project Title:

Gonzales 2010 General Plan

2. Lead Agency Name and Address:

City of Gonzales
147 Fourth Street
P.O. Box 647
Gonzales, California 93926

3. Contact Person and Phone Number:

Bill Farrel, AICP, Community Development Director
City of Gonzales
P.O. Box 647
Gonzales, California 93926
bfarrel@ci.gonzales.ca.us
Phone 831-675-4203

4. Project Location:

The project is located in and around the City of Gonzales, County of Monterey.

5. Project Sponsor's Name and Address:

City of Gonzales
147 Fourth Street
P.O. Box 647
Gonzales, California 93926

6. General Plan Designation:

All

7. Zoning:

All

8. Description of Project:

The City of Gonzales proposes to update its General Plan, which had its last comprehensive update in 1996. The updated General Plan adds approximately 2,150 acres of land for a

variety of urban and open space uses, and approximately 2,130 acres of land for urban reserve. The existing City is approximately 1,340 acres in size and would increase to a total of approximately 3,490 acres if all land identified for urbanization was developed (not including Urban Reserve). The General Plan estimates a total buildout population of ~~37,000~~ 37,800 persons and a total employment base of ~~7,300~~ 6,200 jobs. A table has been prepared that shows preliminary estimates of land use, population, and employment projections for the updated General Plan.

The proposed *Gonzales 2010 General Plan* addresses the seven mandatory topics of Land Use, Circulation, Open Space, Conservation, Noise, and Safety, plus three optional elements: Community Character, Public Facilities and Services, and Sustainability. The Housing Element, which was prepared separately and ahead of the rest of the 2010 Gonzales General Plan was adopted by the City Council on June 15, 2009 following public hearings and was certified by the Department of Housing and Community Development on August 13, 2009. Accordingly, the Housing Element, while included within the General Plan document, is not the subject of this EIR. The elements contained in the proposed *Gonzales 2010 General Plan* are as follows:

- ❖ Land Use – Issues include, but are not limited to: agricultural preservation and land use, the structure and design of new neighborhoods, population and employment, and the use of Specific Plans as implementing tools. A preliminary Land Use Diagram has been prepared that describes and designates potential land uses within the General Plan Growth Area.
- ❖ Circulation – Issues include, but are not limited to: existing and future travel demand and traffic patterns, level of service and other performance measures, truck traffic to industrial areas and the Johnson Canyon Landfill, transit services, and pedestrian and bicycle use. A preliminary Circulation Diagram has been prepared that identifies the ultimate roadway system in the Growth Area, pedestrian and bicycle routes, and truck routes.
- ❖ Community Health and Safety – Issues include, but are not limited to: fire safety, seismic safety and geologic hazards, flooding, hazardous materials, and air and water quality. It includes all required information for the mandatory Noise Element.
- ❖ Conservation and Open Space – Issues include, but are not limited to: biological resources such as special-status species and habitats, water use and conservation, energy conservation, and managed production of resources. This element also

includes a discussion of public parks, recreational open spaces, natural areas, hiking and bicycle trails, and open space and parks as part of an overall strategy of sustainability and quality of life. The restoration of the Johnson Canyon Creek will be addressed.

- ❖ Community Facilities and Services – Issues include, but are not limited to: sewer, water, and drainage facilities and services, governmental services, schools, and social services.
- ❖ Community Character – Issues include, but are not limited to: the design of new neighborhoods, architecture, street design, and the protection of historical and archaeological resources.
- ❖ Sustainability – Issues include, but are not limited to: energy conservation, greenhouse gas emissions, and climate change.

The proposed *Gonzales 2010 General Plan* Update will also include an Implementation section that gathers together all the implementing actions identified in the elements of the General Plan.

9. Surrounding Land Uses and Setting: Briefly describe the project's surroundings:

The project setting is the Central Salinas Valley, and surrounding land uses are predominately agricultural uses, with a few older farm houses. There is an animal feed lot east of Iverson Road, and immediately south of that there is the Salinas Valley Land Fill. The Salinas River is located west of the City, immediately adjacent to the City's waste water treatment plant. The Gabilan and Santa Lucia mountain ranges are located on either side of the Salinas Valley and the project area.

10. Other agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

None.

The environmental factors checked below would be potentially affected by this project, potentially involving at least one impact that requires mitigation to be reduced to a level of "Less Than Significant," as indicated by the checklist on the following pages.

X	Aesthetics	X	Agricultural Resources	X	Air Quality
X	Biological Resources	X	Cultural Resources	X	Geology / Soils
X	Hazards & Hazardous Materials	X	Hydrology / Water Quality	X	Land Use / Planning
	Mineral Resources	X	Noise	X	Population / Housing
X	Public Services	X	Recreation	X	Transportation / Traffic
X	Utilities / Service Systems	X	Greenhouse Gas Emissions		Mandatory Findings of Significance

Environmental Checklist

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question (see references listed in Section VII). A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that any effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated: applies where incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.

5. Earlier Analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration (Section 15063(c)(3)(D)). In this case a discussion should identify the following on attached sheets:

- a) *Earlier analysis used.* Identify earlier analyses and state where they are available for review.
- b) *Impacts adequately addressed.* Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
- c) *Mitigation measures.* For effects that are "Less than Significant with Mitigation Incorporated," describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

The following table summarizes the topical areas that are the subject of environmental review. Each item for which "No Impact" or "Less Than Significant Impact" is checked is briefly discussed after the table. The EIR will not further discuss items checked "No Impact" or "Less Than Significant Impact."

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	X			
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?		X		

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>2. AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	X			
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	X			
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined by Public Resources Code section 4526)?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?		X		
<p>3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</p>				
a) Conflict with or obstruct implementation of the applicable air quality plan?		X		
b) Violate any air quality standard or contribute to an existing or projected air quality violation?		X		

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	X			
d) Expose sensitive receptors to substantial pollutant concentrations?		X		
e) Create objectionable odors affecting a substantial number of people?		X		
4. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?		X		
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X
5. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in section 15064.5?		X		
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to section 15064.5?		X		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		
d) Disturb any human remains, including those interred outside of formal cemeteries?		X		
6. GEOLOGY AND SOILS. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
a) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
b) Strong seismic ground shaking?		X		
c) Seismic-related ground failure, including liquefaction?		X		
d) Landslides?				X

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Would the project result in substantial soil erosion or the loss of topsoil?		X		
f) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		X		
g) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?		X		
h) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
7. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		X		
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		X		
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?		X		
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?		X		

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?		X		
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X	
8. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?		X		
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local ground water table level (for example, the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?		X		
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site.		X		

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site.		X		
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?		X		
f) Otherwise substantially degrade water quality?		X		
g) Place housing within a 100-year flood-hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?		X		
h) Place within a 100-year flood-hazard area structures that would impede or redirect flood flows?		X		
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?		X		
j) Inundation by seiche, tsunami, or mudflow?				X
9. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?		X		
c) Conflict with any applicable Habitat Conservation Plan or Natural Community Conservation Plan?				X
10. MINERAL RESOURCES. Would the project				
a) Result in the loss of availability of a known mineral				X

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
resource that would be of value to the region and the residents of the state?				
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				X
11. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?		X		
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?		X		
c) Substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		X		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X
12. POPULATION AND HOUSING. Would the project:				
a) Induce substantial unintended population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	X			
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
d) Contribute substantially to a cumulative unfulfilled demand for housing that could not be accommodated by other local jurisdictions without similar or greater impacts?		X		
13. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or need for new or physical altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
a) Fire protection?		X		
b) Police protection?		X		
c) Schools?		X		
d) Other public facilities?		X		
14. PARKS AND RECREATION. Would the project				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered park or recreational facilities or need for new or physical altered park or recreational facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios?		X		
b) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?		X		

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
15. TRANSPORTATION/TRAFFIC. Would the project:				
a) Exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?		X		
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?		X		
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (for example, sharp curves or dangerous intersections) or incompatible uses (for example, farm equipment)?		X		
e) Result in inadequate emergency access?		X		
f) Result in inadequate parking capacity?		X		
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (for example, bus turnouts, bicycle racks).		X		
16. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?		X		
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		X		
c) Require or result in the construction of new storm water		X		

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?		X		
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?		X		
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?		X		
g) Comply with federal, state, and local statutes and regulations related to solid waste?		X		
17. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		X		
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?		X		
18. MANDATORY FINDINGS OF SIGNIFICANCE. Does the project:				
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects.)	X			
c) Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?		X		

Discussion of Items Checked “No Impact” or “Less than Significant Impact”

Aesthetics

Environmental Concern: Have a substantial adverse effect on a scenic vista?

Status: “No Impact”

Explanation: For purposes of this analysis, a “scenic vista” is the scenic, relatively extensive view available from a scenic vantage point, scenic overlook, or scenic highway as designated by a state or local plan or policy. There are no scenic vistas affected by the proposed project. The mountains located on either side of the Salinas Valley and the project area (the Gabilan and Santa Lucia Ranges) are classified as “sensitive” and “highly sensitive” viewsheds by the Monterey County General Plan, but neither of these viewsheds are located within the project area. Nor will the proposed project in any way obstruct views of these areas.

Source: Monterey County 2007 Draft General Plan EIR; Gonzales 2010 General Plan Land Use Diagram

Environmental Concern: Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?

Status: “No Impact”

Explanation: A “scenic resource” is a landscape pattern or feature, either built or natural, that is visually and aesthetically pleasing, and that therefore contributes to and helps define a

distinct community or region. The Monterey County 2007 General Plan evaluated scenic resources in the Central Salinas Valley and identified "Highly Sensitive Areas" and Sensitive Areas," which were confined to the ridge lines and foothills of the Gabilan and Santa Lucia Ranges. None of the area contained in the Gonzales 2010 General Plan Growth Area was identified in either of these two categories. The Monterey County General Plan's Agriculture and Wine Corridor Plan designated the Gonzales River Road corridor as a wine corridor, but no change in the City's General Plan is anticipated in this area. There are no state or county scenic highways in the project vicinity.

Source: Monterey County 2007 Draft General Plan EIR; Gonzales 2010 General Plan Land Use Diagram; Caltrans, http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm

Agriculture and Forest Resources

Environmental Concern: Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined by Public Resources Code section 4526)?

Status: "No Impact"

Explanation: There is no land within the *Gonzales 2010 General Plan* Planning Area that is currently zoned as forest land.

Source: (County of Monterey Zoning Map)

Environmental Concern: Result in the loss of forest land or conversion of forest land to non-forest use?

Status: "No Impact"

Explanation: There is no forest land within the *Gonzales 2010 General Plan* Planning Area.

Source: (EcoSystems West, 2008)

Biological Resources

Environmental Concern: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Status: "No Impact"

Explanation: There are no adopted local policies or ordinances, such as tree preservation or riparian setback ordinances that affect the City of Gonzales.

Source: (City of Gonzales Municipal Code, 2009)

Environmental Concern: Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Status: "No Impact"

Explanation: There are no adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans in the project vicinity.

Source: (EcoSystems West, 2008)

Geology and Soils

Environmental Concern: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

Status: "No Impact"

Explanation: The City of Gonzales is not listed as a city affected by Earthquake Fault Zones as of August 16, 2007 by the California Geological Survey.

Source: California Department of Conservation, California Geological Survey,
[Ftp://Ftp.Consrv.Ca.Gov/Pub/Dmg/Pubs/Sp/SP42.PDF](ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sp/sp42.pdf)

Environmental Concern: Landslides

Status: "No Impact"

Explanation: The entire project area is gently sloping with a one to two percent slope.

Source: Coastplans, field visit, 2008

Environmental Concern: Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Status: "No Impact"

Explanation: City sewer service would be provided to the entire *Gonzales 2010 General Plan* growth area.

Source: City of Gonzales, phone consultation with the Director of Public Works

Hazards and Hazardous Materials

Environmental Concern: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

Status: "No Impact"

Explanation: There are no public airports or public use airports in the project vicinity.

Source: Wikipedia, http://en.wikipedia.org/wiki/List_of_airports_in_California

Environmental Concern: For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

Status: "No Impact"

Explanation: There are no private airstrips in the project vicinity.

Source: County of Monterey, County of Monterey General Plan

Environmental Concern: Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Status: "Less than Significant Impact"

Explanation: Cal Fire identifies the easternmost part of the Planning Area as having a "Very High" potential for fire hazard, but much of this area is outside the growth area, and those parts that are inside the growth area are in Urban Reserve, which means that they

would not be available for development within the timeframe of this General Plan update.

Sources: Cal Fire, "Draft Fire Hazard Severity Zones in Local Responsibility Area," September 17, 2007; "Fire Hazard Severity Zones In State Responsibility Area," November 17, 2007

Hydrology and Water Quality

Environmental Concern: Inundation by seiche, tsunami, or mudflow?

Status: "No Impact"

Explanation: There are no major bodies of water in the project area.

Source: Coastplans, aerial photo of project vicinity, (file name: naip_1-2_1n_s_ca053_2005_1.sid), 2005

Land Use and Planning

Environmental Concern: Physically divide an established community?

Status: "No Impact"

Explanation: The proposed project involves a plan to urbanize rural farmland and contains no feature that has the potential to physically divide an established community.

Source: Coastplans, Draft City of Gonzales 2010 General Plan EIR Notice of Preparation, October 2008

Environmental Concern: Conflict with any applicable Habitat Conservation Plan or Natural Community Conservation Plan?

Status: "No Impact"

Explanation: There are no adopted Habitat Conservation Plans or Natural Community Conservation Plans in the project vicinity.

Source: (EcoSystems West, 2008)

Mineral Resources

Environmental Concern: Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Status: "No Impact"

Explanation: There are no known mineral resource that would be of value to the region and the residents of the state in the project vicinity.

Source: California Division of Mines and Geology

Environmental Concern: Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

Status: "No Impact"

Explanation: There are no locally-important mineral resource recovery sites in the project vicinity.

Source: California Division of Mines and Geology

Noise

Environmental Concern: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Status: "No Impact"

Explanation: There are no public airports or public use airports in the project vicinity.

Source: Wikipedia, http://en.wikipedia.org/wiki/List_of_airports_in_California

Environmental Concern: For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Status: "No Impact"

Explanation: There are no private airstrips in the project vicinity.

Source: County of Monterey, County of Monterey General Plan

Population and Housing

Environmental Concern: Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

Status: "No Impact"

Explanation: The proposed project would not result in General Plan or zoning changes that would substantially change redevelopment activities in the existing City of Gonzales.

Source: Coastplans, City of Gonzales 2010 General Plan EIR Notice of Preparation, October 2008

Environmental Concern: Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Status: "No Impact"

Explanation: The proposed project would not result in General Plan or zoning changes that would substantially change redevelopment activities in the existing City of Gonzales.

Source: Coastplans, City of Gonzales 2010 General Plan EIR Notice of Preparation, October 2008

Transportation/Traffic

Environmental Concern: Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?

Status: "No Impact"

Explanation: There are no public airports, public use airports, or private air strips in the project vicinity.

Source: Wikipedia, http://en.wikipedia.org/wiki/List_of_airports_in_California; County of Monterey, County of Monterey General Plan

Determination

On the basis of this initial evaluation:

I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	
I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	
I find that the proposed project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.	X
I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	

 Bill Farrel, AICP
 Community Development Director

December 4, 2009

 Date



ARNOLD SCHWARZENEGGER
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

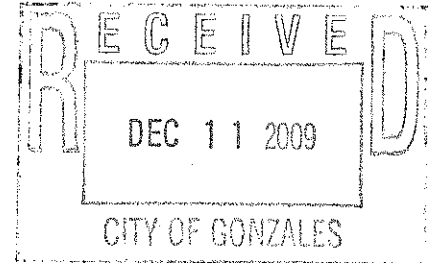


CYNTHIA BRYANT
DIRECTOR

Notice of Preparation

December 8, 2009

To: Reviewing Agencies
Re: Gonzales 2010 General Plan
SCH# 2009121017



Attached for your review and comment is the Notice of Preparation (NOP) for the Gonzales 2010 General Plan draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Bill Farrel
City of Gonzales
109 Fourth Street
P.O. Box 647
Gonzales, CA 93926

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Acting Director

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2009121017
Project Title Gonzales 2010 General Plan
Lead Agency Gonzales, City of

Type NOP Notice of Preparation

Description The proposed Gonzales 2010 General Plan addresses the seven mandatory topics of Land Use, Circulation, Open Space, Conservation, Noise, and Safety, plus three optional elements; Community Character, Public Facilities and Services, and Sustainability. The Housing Element, which was prepared separately and ahead of the rest of the 2010 Gonzales General Plan was adopted by the City Council on June 15, 2009 following public hearings and was certified by the Department of Housing and Community Development on August 13, 2009. Accordingly, the Housing Element, while included within the General Plan document, is not the subject of this EIR. The updated General Plan adds approximately 2,150 acres of land for a variety of urban and open space uses, and approximately 2,130 acres of land for urban reserve.

Lead Agency Contact

Name Bill Farrel
Agency City of Gonzales
Phone 831 426-4557 **Fax**
email bfarrel@ci.gonzales.ca.us
Address 109 Fourth Street
P.O. Box 647
City Gonzales **State** CA **Zip** 93926

Project Location

County Monterey
City Gonzales
Region
Cross Streets
Lat / Long
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways
Airports
Railways
Waterways
Schools
Land Use Agricultural preservation

Project Issues Forest Land/Fire Hazard

Reviewing Agencies Resources Agency; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 4; Office of Emergency Services; Native American Heritage Commission; State Lands Commission; California Highway Patrol; Department of Housing and Community Development; Caltrans, District 5; Integrated Waste Management Board; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 3

Date Received 12/08/2009 **Start of Review** 12/08/2009 **End of Review** 01/06/2010

<input type="checkbox"/>	<u>Resources Agency</u>	<input type="checkbox"/>	<u>Fish & Game Region 2</u> Jeff Drongesen	<input type="checkbox"/>	<u>Public Utilities Commission</u> Leo Wong	<input type="checkbox"/>	<u>Caltrans, District 8</u> Dan Kopulsky	<input type="checkbox"/>	<u>Regional Water Quality Control Board (RWQCB)</u>
<input checked="" type="checkbox"/>	<u>Resources Agency</u> Nadell Gayou	<input type="checkbox"/>	<u>Fish & Game Region 3</u> Charles Armor	<input type="checkbox"/>	<u>Santa Monica Bay Restoration</u> Guangyu Wang	<input type="checkbox"/>	<u>Caltrans, District 9</u> Gayle Rosander	<input type="checkbox"/>	<u>RWQCB 1</u> Cathleen Hudson North Coast Region (1)
<input type="checkbox"/>	<u>Dept. of Boating & Waterways</u> Mike Sotelo	<input checked="" type="checkbox"/>	<u>Fish & Game Region 4</u> Julie Vance	<input checked="" type="checkbox"/>	<u>State Lands Commission</u> Marina Brand	<input type="checkbox"/>	<u>Caltrans, District 10</u> Tom Dumas	<input type="checkbox"/>	<u>RWQCB 2</u> Environmental Document Coordinator San Francisco Bay Region (2)
<input type="checkbox"/>	<u>California Coastal Commission</u> Elizabeth A. Fuchs	<input type="checkbox"/>	<u>Fish & Game Region 5</u> Don Chadwick Habitat Conservation Program	<input type="checkbox"/>	<u>Tahoe Regional Planning Agency (TRPA)</u> Cherry Jacques	<input type="checkbox"/>	<u>Caltrans, District 11</u> Jacob Armstrong	<input type="checkbox"/>	<u>RWQCB 3</u> Central Coast Region (3)
<input type="checkbox"/>	<u>Colorado River Board</u> Gerald R. Zimmerman	<input type="checkbox"/>	<u>Fish & Game Region 6</u> Gabrina Gatchel Habitat Conservation Program	<input type="checkbox"/>	<u>Business, Trans & Housing</u>	<input type="checkbox"/>	<u>Caltrans, District 12</u> Chris Herre	<input type="checkbox"/>	<u>RWQCB 4</u> Teresa Rodgers Los Angeles Region (4)
<input type="checkbox"/>	<u>Dept. of Conservation</u> Rebecca Salazar	<input type="checkbox"/>	<u>Fish & Game Region 6 I/M</u> Brad Henderson Inyo/Mono, Habitat Conservation Program	<input type="checkbox"/>	<u>Caltrans - Division of Aeronautics</u> Sandy Hesnard	<input type="checkbox"/>	<u>Cal EPA</u>	<input type="checkbox"/>	<u>RWQCB 5</u> Central Valley Region (5)
<input type="checkbox"/>	<u>California Energy Commission</u> Eric Knight	<input type="checkbox"/>	<u>Dept. of Fish & Game M</u> George Isaac Marine Region	<input type="checkbox"/>	<u>Caltrans - Planning</u> Terri Pencovic	<input type="checkbox"/>	<u>Air Resources Board</u>	<input type="checkbox"/>	<u>RWQCB 5F</u> Central Valley Region (5) Fresno Branch Office
<input type="checkbox"/>	<u>Cal Fire</u> Allen Robertson	<input type="checkbox"/>	<u>Other Departments</u>	<input type="checkbox"/>	<u>California Highway Patrol</u> Scott Loetscher Office of Special Projects	<input type="checkbox"/>	<u>Airport Projects</u> Jim Lerner	<input type="checkbox"/>	<u>RWQCB 5R</u> Central Valley Region (5) Redding Branch Office
<input checked="" type="checkbox"/>	<u>Office of Historic Preservation</u> Wayne Donaldson	<input type="checkbox"/>	<u>Food & Agriculture</u> Steve Shaffer Dept. of Food and Agriculture	<input type="checkbox"/>	<u>Housing & Community Development</u> CEQA Coordinator Housing Policy Division	<input type="checkbox"/>	<u>Transportation Projects</u> Douglas Ito	<input type="checkbox"/>	<u>RWQCB 6</u> Lahontan Region (6)
<input checked="" type="checkbox"/>	<u>Dept of Parks & Recreation</u> Environmental Stewardship Section	<input type="checkbox"/>	<u>Dept. of General Services</u> Public School Construction	<input type="checkbox"/>	<u>Dept. of Transportation</u>	<input type="checkbox"/>	<u>Industrial Projects</u> Mike Tollstrup	<input type="checkbox"/>	<u>RWQCB 6V</u> Lahontan Region (6) Victorville Branch Office
<input type="checkbox"/>	<u>Central Valley Flood Protection Board</u> James Herota	<input type="checkbox"/>	<u>Dept. of General Services</u> Anna Garbeff Environmental Services Section	<input type="checkbox"/>	<u>Caltrans, District 1</u> Rex Jackman	<input type="checkbox"/>	<u>California Integrated Waste Management Board</u> Sue O'Leary	<input type="checkbox"/>	<u>RWQCB 7</u> Colorado River Basin Region (7)
<input type="checkbox"/>	<u>S.F. Bay Conservation & Dev't. Comm.</u> Steve McAdam	<input type="checkbox"/>	<u>Dept. of Public Health</u> Bridgette Binning Dept. of Health/Drinking Water	<input type="checkbox"/>	<u>Caltrans, District 2</u> Marcelino Gonzalez	<input type="checkbox"/>	<u>State Water Resources Control Board</u> Regional Programs Unit Division of Financial Assistance	<input type="checkbox"/>	<u>RWQCB 8</u> Santa Ana Region (8)
<input checked="" type="checkbox"/>	<u>Dept. of Water Resources</u> Resources Agency Nadell Gayou	<input type="checkbox"/>	<u>Independent Commissions/Boards</u>	<input type="checkbox"/>	<u>Caltrans, District 3</u> Bruce de Terra	<input type="checkbox"/>	<u>State Water Resources Control Board</u> Student Intern, 401 Water Quality Certification Unit Division of Water Quality	<input type="checkbox"/>	<u>RWQCB 9</u> San Diego Region (9)
<input type="checkbox"/>	<u>Conservancy</u>	<input type="checkbox"/>	<u>Delta Protection Commission</u> Linda Flack	<input type="checkbox"/>	<u>Caltrans, District 4</u> Lisa Carboni	<input type="checkbox"/>	<u>State Water Resources Control Board</u> Steven Herrera Division of Water Rights	<input type="checkbox"/>	<u>Other</u>
<input type="checkbox"/>	<u>Fish and Game</u>	<input checked="" type="checkbox"/>	<u>Office of Emergency Services</u> Dennis Castriello	<input type="checkbox"/>	<u>Caltrans, District 5</u> David Murray	<input type="checkbox"/>	<u>Dept. of Toxic Substances Control</u> CEQA Tracking Center		
<input type="checkbox"/>	<u>Dept. of Fish & Game</u> Scott Flint Environmental Services Division	<input type="checkbox"/>	<u>Governor's Office of Planning & Research</u> State Clearinghouse	<input type="checkbox"/>	<u>Caltrans, District 6</u> Michael Navarro	<input type="checkbox"/>	<u>Department of Pesticide Regulation</u> CEQA Coordinator		
<input type="checkbox"/>	<u>Fish & Game Region 1</u> Donald Koch	<input checked="" type="checkbox"/>	<u>Native American Heritage Comm.</u> Debbie Treadway	<input type="checkbox"/>	<u>Caltrans, District 7</u> Elmer Alvarez				
<input type="checkbox"/>	<u>Fish & Game Region 1E</u> Laurie Harnsberger								



MONTEREY BAY

Unified Air Pollution Control District
serving Monterey, San Benito, and Santa Cruz counties

Air Pollution Control Officer
Richard A. Stedman

24580 Silver Cloud Court • Monterey, California 93940 • 831/647-9411 • FAX 831/647-8501

DISTRICT BOARD MEMBERS

CHAIR:
Simon Salinas
Monterey County

VICE CHAIR:
Sam Storey
Santa Cruz
County Cities

Lou Calcagno
Monterey County

Tony Campos
Santa Cruz
County

Dennis Donohue
City of Salinas

Joseph Russell
Monterey
Peninsula Cities

Ellen Pirie
Santa Cruz
County

Jane Parker
Monterey County

Reb Monaco
San Benito
County

Richard Ortiz
South Monterey
County Cities

Manuel Bersamin
Santa Cruz
County Cities

December 15, 2009

Mr. Bill Farrell, AICP, Community Development Director
City of Gonzales
P. O. Box 647
Gonzales, CA 93926

Sent Electronically to:
bfarrel@ci.gonzales.ca.us
Original Sent by First Class Mail

SUBJECT: NOTICE OF PREPARATION FOR GENERAL PLAN 2010

Dear Mr. Farrell:

The Air District submits the following comments for your consideration:

General Plan Update's Cumulative Air Quality Impact on Regional Ozone

The District uses consistency with the 2008 Air Quality Management Plan (AQMP) for the North Central Coast Air Basin to determine a general plan's cumulative impact on regional air quality (ozone levels). Please request a formal consistency determination from AMBAG for the new residential units specified in Table II-2 (General Plan Land Use, Population, and Employment) of the Notice of Preparation that would be accommodated by the new General Plan, and include it in the Draft EIR.

General Plan Update's Localized Air Quality Impact on Carbon Monoxide Levels

Localized impact is evaluated by determining if build-out identified in the General Plan Update would create or substantially contribute to carbon monoxide "hotspots" (where federal of State ambient air quality standards are exceeded). If project or cumulative traffic would cause LOS to decline from D or better to E or F, dispersion modeling should be undertaken to determine if carbon monoxide concentrations would violate ambient air quality standards at sensitive receptor locations.

Odors, Nuisances and Sensitive Receptors

If the General Plan Update would revise land use designations that might result in development of odors, nuisances or sensitive receptors in adjacent land uses, the Draft EIR should include an assessment of those impacts. District Rule 402, Nuisances, should be reviewed for applicable requirements.

Mitigation Measures

Mitigation measures should be identified for any significant impacts on air quality. The Draft EIR should quantify the emission reduction effectiveness of each measure, identify the agencies responsible for implementation and monitoring, and determine whether mitigation measures reduce impacts to a less-than-significant level.

Projects Constructed in Accord with the General Plan

The Draft EIR should indicate that projects constructed in accord with the General Plan could have impacts on air quality, which would be evaluated when the projects are proposed. The District has established the following thresholds of significance for individual projects: 137 lbs/day for VOC or NO_x, 82 lbs/day for PM₁₀, 150 lbs/day for SO_x, a significant decline in LOS, and a cancer risk greater than 10 per 1,000,000 people. (Please refer to Table 5-3 on page 5-6, and page 9-3 of the District's CEQA Air Quality Guidelines, February 2008).

The District's CEQA Air Quality Guidelines may be found on the District's website at www.mbuapcd.org under "Programs / Air Quality Planning".

Proximity of Proposed Commercial / Manufacturing Adjacent to Residential Growth Area (Table II-2, General Plan Land Use, Population, and Employment; and Exhibit C1, Draft Land Use Diagram)

Please see California Public Resources Code §21151.8(a) regarding requirements for the proposed construction of an elementary or secondary school, which an EIR must include in its environmental assessment. I have included a copy for your reference. Please contact Lance Ericksen, Manager of the District's Engineering Division, to discuss this requirement.

Plan Purpose and Objectives: Objective 1, Diverse, Self Sustaining Local Economy

What specific measures will the City adopt to link population growth and increased housing to local jobs, which would reverse the trend of increasing vehicle miles traveled (VMT) in the region?

Sustainability Element

Even though the District has not adopted thresholds of significance for Greenhouse Gases, please address the issues outlined in the comment letter submitted by the California Attorney General's Office in response to the City of Petaluma's Revised Draft General Plan (January 3, 2008). You may access the letter on the Attorney General's website at <http://ag.ca.gov/globalwarming/ceqa/comments.php>

Thank you for the opportunity to review the document.

Sincerely,

Jean Getchell
Supervising Planner
Planning and Air Monitoring Division

cc: John Doughty, AMBAG



ARNOLD SCHWARZENEGGER
GOVERNOR

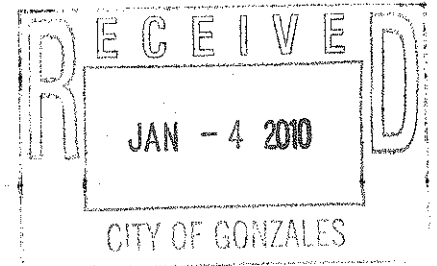
STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT
DIRECTOR

Memorandum

Date: December 24, 2009
To: All Reviewing Agencies
From: Scott Morgan, Acting Director
Re: SCH # 2009121017
Gonzales 2010 General Plan



The Lead Agency has corrected some information regarding the above-mentioned project. Please see the attached materials for more specific information. All other project information remains the same.

cc: Bill Farrel
City of Gonzales
109 Fourth Street
P.O. Box 647
Gonzales, CA 93926

2009121017

City of Gonzales

COMMUNITY DEVELOPMENT DEPARTMENT

RECEIVED

DEC 24 2009

STATE CLEARING HOUSE

DATE: December 16, 2009

TO: Responsible Agencies, Organizations, and Interested Parties

FROM: Bill Farrel, AICP, Community Development Director

SUBJECT: Errata to Notice of Preparation of a Draft Environmental Impact Report for the Gonzales 2010 General Plan

Following initiation of the public review period and transmittal of the Notice of Preparation on December 4, 2009 the City has found several non-substantive corrections to the Project Description that should be made. These are shown on the attached four (4) pages and affect a small reduction in the number of anticipated jobs at full buildout of the 2010 and a small increase in the number of future residents.

Please utilize these four pages in place of those you received with the NOP package.

PROJECT DESCRIPTION:

The City proposes to adopt the *Gonzales 2010 General Plan*, which had its last comprehensive update in 1996. The updated General Plan adds approximately 2,150 acres of land for a variety of urban and open space uses, and approximately 2,130 acres of land for urban reserve. The existing City is approximately 1,340 acres in size and would increase to a total of approximately 3,490 acres if all land identified for urbanization was incorporated and developed (not including Urban Reserve). The General Plan estimates a total buildout population of approximately ~~37,000~~ 37,800 persons and a total employment base of ~~7,300~~ 6,200 jobs. A table has been prepared that shows capacity estimates for housing, commercial and industrial use, population, and employment associated with the plan (attached as Exhibit B).

- ❖ The proposed *Gonzales 2010 General Plan* addresses the seven mandatory topics of Land Use, Circulation, Open Space, Conservation, Noise, and Safety, plus three optional elements: Community Character, Public Facilities and Services, and Sustainability. The Housing Element, which was prepared separately and ahead of the rest of the 2010 Gonzales General Plan was adopted by the City Council on June 15, 2009 following public hearings and was certified by the Department of Housing and Community Development on August 13, 2009. Accordingly, the Housing Element, while included within the General Plan document, is not the subject of this EIR.

Each element includes goals, policies and implementing actions to address issues related to the element. The elements contained in the proposed *Gonzales 2010 General Plan* are as follows:

- ❖ Land Use – Issues include, but are not limited to: agricultural preservation and land use, the structure and design of new neighborhoods, population and employment, and the use of Specific Plans as implementing tools. A Land Use Diagram, which includes the base diagram and three inset maps, has been prepared that describes and designates potential land uses within the *Planning Area* (attached as Exhibits C1 through C4).
- ❖ Circulation – Issues include, but are not limited to: existing and future travel demand and traffic patterns, level of service and other performance measures, truck traffic to industrial areas and the Johnson Canyon Landfill, transit services, and pedestrian and bicycle use. A Circulation Diagram, which includes the

Exhibit B – Capacity Estimates

Table II-2.1

EXISTING LAND USE, POPULATION, AND EMPLOYMENT
 2009

Designation	Total Acres	Developed Acres	Vacant Acres	Existing Land Use ¹	Population ¹	Employment ²
Residential Uses						
Neighborhood/Neighborhood Residential	1,490	0	1,490	0 DU	0	0
Low Density Residential	427	297	130	1,474 DU	6,494	--
Medium Density Residential	49	39	10	380 DU	1,674	--
High Density Residential	12	2	10	213 DU	856	0
Subtotal	1,978	338	1,640	2,067 DU	9,025	0
Commercial Uses						
Community Commercial Mixed Use	90	0	90	0 SF	--	0
Downtown Mixed use	18	18	0	220,000 SF	--	157
Highway Commercial	75	5	70	60,000 SF	--	157
Subtotal	183	23	160	280,000 SF	--	314
Manufacturing Uses						
Heavy Industrial/Manufacturing	469	159	310	1,730,000 SF	--	390
Light Industrial/Business Park	20	0	20	0 SF	--	0
Subtotal	489	159	330	1,730,000 SF	--	390
Other Uses						
Public/Quasi-Public	751	431	320	--	--	252
Agriculture	0	0	0	--	--	107
Parks and Open Space	97	27	70	--	--	--
Urban Reserve	2,130	0	2,130	--	--	--
Subtotal	2,978	458	2,520	--	--	359
TOTAL	5,628	978	4,650	--	9,025	1,063

Footnotes:

¹Total dwelling units and population are consistent with California Department of Finance, Table E-5 (DOF 2009)

²Total employment is consistent with AMBAG 2010 Projection (AMBAG 2008)

Exhibit B – Capacity Estimates (Continued)

Table II-2.2

FUTURE LAND USE, POPULATION, AND EMPLOYMENT
 BUILDOUT

Designation	Added Land Use	Total Land Use	Added Population	Total Population	Added Employment	Total Employment
Residential Uses¹						
Neighborhood/Neighborhood Residential	6,800 DU	6,800 DU	25,400	25,400	--	--
Low Density Residential	700 DU	2,174 DU	2,600	9,094	--	--
Medium Density Residential	100 DU	480 DU	400	2,074	--	--
High Density Residential	100 DU	313 DU	400	1,256	--	--
Subtotal	7,700 DU	9,767 DU	28,800	37,825	--	--
Commercial Uses²						
Community Commercial Mixed Use	890,000 SF	890,000 SF	--	--	1,600	1,620
Downtown Mixed use	0 SF	220,000 SF	--	--	0	157
Highway Commercial	550,000 SF	610,000 SF	--	--	1,000	1,157
Subtotal	1,440,000 SF	1,720,000 SF	--	--	2,600	2,934
Manufacturing Uses³						
Heavy Industrial/Manufacturing	2,450,000 SF	4,180,000 SF	--	--	1,600	2,030
Light Industrial/Business Park	160,000 SF	160,000 SF	--	--	200	160
Subtotal	2,610,000 SF	4,340,000 SF	--	--	1,800	2,190
Other Uses						
Public/Quasi-Public	--	--	--	--	800	1,002
Agriculture	--	--	--	--	--	107
Parks and Open Space	--	--	--	--	--	--
Urban Reserve	--	--	--	--	--	--
Subtotal	--	--	--	--	800	1,109
TOTAL	--	--	28,800	37,825	5,200	6,233

Footnotes:

¹Dwelling units for new neighborhood areas calculated as follows: acres x 65% x 7 du/ac ; for other areas: acres x 7 du/ac. Population calculated as follows: dwelling units minus 3% vacancy factor x 3.84 persons per household. All rounded to nearest hundred. Residential potential for community commercial area calculated as follows: 90 acres total, half of which will be one-story commercial development with an F.A.R. of 25%. The other half will be two-story, with a F.A.R. of 45%. With a 10% net-to-gross conversion, that yields: 40 acres @ 25% = 435,600 sf traditional one-story commercial; 40 acres @ 45% = 784,000 sf mixed, two-story commercial. Second-story space (i.e., 392,000 sf) would be office or residential use. If we allocate one quarter to residential use, we get 98,000 sf residential. At an average of 800 sf per residential unit, that gets us about 122 units (rounded to nearest 100).

²Commercial square feet calculated as follows: acres x 80% occupancy x 90% gross to net conversion x .25 FAR; rounded to nearest 10,000. Jobs calculated as follows: SF ÷ 550 SF per employee; rounded to nearest 100.

³Industrial square feet calculated as follows: acres x 80% occupancy x 90% gross to net conversion x .25 FAR; rounded to nearest 10,000. Jobs calculated as follows: SF ÷ 1,000 SF per light industrial employee (1,500 per heavy industrial employee); rounded to nearest 100.

8. Description of Project:

The City of Gonzales proposes to update its General Plan, which had its last comprehensive update in 1996. The updated General Plan adds approximately 2,150 acres of land for a variety of urban and open space uses, and approximately 2,130 acres of land for urban reserve. The existing City is approximately 1,340 acres in size and would increase to a total of approximately 3,490 acres if all land identified for urbanization was developed (not including Urban Reserve). The General Plan estimates a total buildout population of ~~37,000~~ 37,800 persons and a total employment base of ~~7,300~~ 6,200 jobs. A table has been prepared that shows preliminary estimates of land use, population, and employment projections for the updated General Plan.

The proposed *Gonzales 2010 General Plan* addresses the seven mandatory topics of Land Use, Circulation, Open Space, Conservation, Noise, and Safety, plus three optional elements: Community Character, Public Facilities and Services, and Sustainability. The Housing Element, which was prepared separately and ahead of the rest of the 2010 Gonzales General Plan was adopted by the City Council on June 15, 2009 following public hearings and was certified by the Department of Housing and Community Development on August 13, 2009. Accordingly, the Housing Element, while included within the General Plan document, is not the subject of this EIR. The elements contained in the proposed *Gonzales 2010 General Plan* are as follows:

- ❖ Land Use – Issues include, but are not limited to: agricultural preservation and land use, the structure and design of new neighborhoods, population and employment, and the use of Specific Plans as implementing tools. A preliminary Land Use Diagram has been prepared that describes and designates potential land uses within the General Plan Growth Area.
- ❖ Circulation – Issues include, but are not limited to: existing and future travel demand and traffic patterns, level of service and other performance measures, truck traffic to industrial areas and the Johnson Canyon Landfill, transit services, and pedestrian and bicycle use. A preliminary Circulation Diagram has been prepared that identifies the ultimate roadway system in the Growth Area, pedestrian and bicycle routes, and truck routes.

NUP Distribution List

CA

County: WINDYBERRY

SCH#

<input type="checkbox"/>	<u>Resources Agency</u>	<input type="checkbox"/>	<u>Fish & Game Region 2</u> Jeff Drongesen	<input type="checkbox"/>	<u>Public Utilities Commission</u> Leo Wong	<input type="checkbox"/>	<u>Caltrans, District 8</u> Dan Kopulsky	<input type="checkbox"/>	<u>Regional Water Quality Control Board (RWQCB)</u>
<input checked="" type="checkbox"/>	<u>Resources Agency</u> Nadell Gayou	<input type="checkbox"/>	<u>Fish & Game Region 3</u> Charles Amorr	<input type="checkbox"/>	<u>Santa Monica Bay Restoration</u> Guangyu Wang	<input type="checkbox"/>	<u>Caltrans, District 9</u> Gayle Rosander	<input type="checkbox"/>	<u>RWQCB 1</u> Cathleen Hudson North Coast Region (1)
<input type="checkbox"/>	<u>Dept. of Boating & Waterways</u> Mike Sotelo	<input checked="" type="checkbox"/>	<u>Fish & Game Region 4</u> Julie Vance	<input checked="" type="checkbox"/>	<u>State Lands Commission</u> Marina Brand	<input type="checkbox"/>	<u>Caltrans, District 10</u> Tom Dumas	<input type="checkbox"/>	<u>RWQCB 2</u> Environmental Document Coordinator San Francisco Bay Region (2)
<input type="checkbox"/>	<u>California Coastal Commission</u> Elizabeth A. Fuchs	<input type="checkbox"/>	<u>Fish & Game Region 5</u> Don Chadwick Habitat Conservation Program	<input type="checkbox"/>	<u>Tahoe Regional Planning Agency (TRPA)</u> Cherry Jacques	<input type="checkbox"/>	<u>Caltrans, District 11</u> Jacob Armstrong	<input checked="" type="checkbox"/>	<u>RWQCB 3</u> Central Coast Region (3)
<input type="checkbox"/>	<u>Colorado River Board</u> Gerald R. Zimmerman	<input type="checkbox"/>	<u>Fish & Game Region 6</u> Gabriana Gatchel Habitat Conservation Program	<input type="checkbox"/>	<u>Business, Trans. & Housing</u>	<input type="checkbox"/>	<u>Caltrans, District 12</u> Chris Heere	<input type="checkbox"/>	<u>RWQCB 4</u> Teresa Rodgers Los Angeles Region (4)
<input type="checkbox"/>	<u>Dept. of Conservation</u> Rebecca Salazar	<input type="checkbox"/>	<u>Fish & Game Region 6 I/M</u> Brad Henderson Inyo/Mono, Habitat Conservation Program	<input type="checkbox"/>	<u>Caltrans - Division of Aeronautics</u> Sandy Hesnard	<input type="checkbox"/>	<u>Air Resources Board</u>	<input type="checkbox"/>	<u>RWQCB 5</u> Central Valley Region (5)
<input type="checkbox"/>	<u>California Energy Commission</u> Eric Knight	<input type="checkbox"/>	<u>Dept. of Fish & Game M</u> George Isaac Marine Region	<input checked="" type="checkbox"/>	<u>Caltrans - Planning</u> Terri Pencovic	<input type="checkbox"/>	<u>Airport Projects</u> Jim Lerner	<input type="checkbox"/>	<u>RWQCB 5F</u> Central Valley Region (5) Fresno Branch Office
<input checked="" type="checkbox"/>	<u>Cal Fire</u> Allen Robertson	<input type="checkbox"/>	<u>Other Departments</u>	<input checked="" type="checkbox"/>	<u>California Highway Patrol</u> Scott Loetscher Office of Special Projects	<input type="checkbox"/>	<u>Transportation Projects</u> Douglas Ito	<input type="checkbox"/>	<u>RWQCB 5R</u> Central Valley Region (5) Fresno Branch Office
<input checked="" type="checkbox"/>	<u>Office of Historic Preservation</u> Wayne Donaldson	<input type="checkbox"/>	<u>Food & Agriculture</u> Steve Shaffer Dept. of Food and Agriculture	<input checked="" type="checkbox"/>	<u>Housing & Community Development</u> CEQA Coordinator Housing Policy Division	<input type="checkbox"/>	<u>Industrial Projects</u> Mike Tollstrup	<input type="checkbox"/>	<u>RWQCB 6</u> Lahontan Region (6)
<input checked="" type="checkbox"/>	<u>Dept. of Parks & Recreation</u> Environmental Stewardship Section	<input type="checkbox"/>	<u>Dept. of General Services</u> Public School Construction	<input type="checkbox"/>	<u>Dept. of Transportation</u>	<input type="checkbox"/>	<u>California Integrated Waste Management Board</u> Sue O'Leary	<input type="checkbox"/>	<u>RWQCB 6V</u> Lahontan Region (6) Victorville Branch Office
<input type="checkbox"/>	<u>Central Valley Flood Protection Board</u> James Herola	<input type="checkbox"/>	<u>Dept. of General Services</u> Anna Garbeff Environmental Services Section	<input type="checkbox"/>	<u>Caltrans, District 1</u> Rex Jackman	<input type="checkbox"/>	<u>State Water Resources Control Board</u> Regional Programs Unit Division of Financial Assistance	<input type="checkbox"/>	<u>RWQCB 7</u> Colorado River Basin Region (7)
<input type="checkbox"/>	<u>S.F. Bay Conservation & Dev't. Comm.</u> Steve McAdam	<input type="checkbox"/>	<u>Dept. of Public Health</u> Bridgette Binning Dept. of Health/Drinking Water	<input type="checkbox"/>	<u>Caltrans, District 2</u> Marcelino Gonzalez	<input type="checkbox"/>	<u>State Water Resources Control Board</u> Student Intern, 401 Water Quality Certification Unit Division of Water Quality	<input type="checkbox"/>	<u>RWQCB 8</u> Santa Ana Region (8)
<input checked="" type="checkbox"/>	<u>Dept. of Water Resources</u> Resources Agency Nadell Gayou	<input type="checkbox"/>	<u>Independent Commissions/Boards</u>	<input type="checkbox"/>	<u>Caltrans, District 3</u> Bruce de Terra	<input type="checkbox"/>	<u>State Water Resources Control Board</u> Steven Herrera Division of Water Rights	<input type="checkbox"/>	<u>RWQCB 9</u> San Diego Region (9)
<input type="checkbox"/>	<u>Conservancy</u>	<input type="checkbox"/>	<u>Delta Protection Commission</u> Linda Flack	<input type="checkbox"/>	<u>Caltrans, District 4</u> Lisa Carboni	<input type="checkbox"/>	<u>Dept. of Toxic Substances Control</u> CEQA Tracking Center	<input type="checkbox"/>	<u>Other</u>
<input type="checkbox"/>	<u>Fish and Game</u>	<input checked="" type="checkbox"/>	<u>Office of Emergency Services</u> Dennis Castillo	<input type="checkbox"/>	<u>Caltrans, District 5</u> David Murray	<input checked="" type="checkbox"/>	<u>Department of Pesticide Regulation</u> CEQA Coordinator		
<input type="checkbox"/>	<u>Dept. of Fish & Game</u> Scott Flint Environmental Services Division	<input type="checkbox"/>	<u>Governor's Office of Planning & Research</u> State Clearinghouse	<input type="checkbox"/>	<u>Caltrans, District 6</u> Michael Navarro				
<input type="checkbox"/>	<u>Fish & Game Region 1</u> Donald Koch	<input checked="" type="checkbox"/>	<u>Native American Heritage Comm.</u> Debbie Treadway	<input type="checkbox"/>	<u>Caltrans, District 7</u> Elmer Alvarez				
<input type="checkbox"/>	<u>Fish & Game Region 1E</u> Laurie Harnsberger								

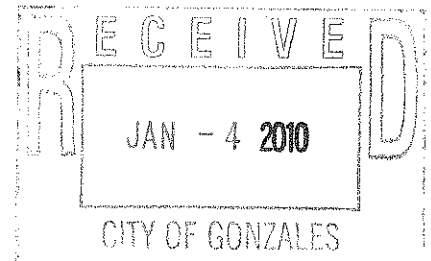
NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
 SACRAMENTO, CA 95814
 (916) 653-4082
 (916) 657-5390 - Fax



December 29, 2009

Bill Farrel
 City of Gonzales
 109 Fourth Street
 P.O. Box 647
 Gonzales, CA 93926



RE: SCH#2009121017 Gonzales 2010 General Plan; Monterey County.

Dear Mr. Farrel:

The Native American Heritage Commission (NAHC) has reviewed the Notice of Preparation (NOP) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

- ✓ Contact the appropriate regional archaeological Information Center for a record search. The record search will determine:
 - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded on or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
 - A Sacred Lands File Check. USGS 7.5 minute quadrangle name, township, range and section required.
 - A list of appropriate Native American contacts for consultation concerning the project site and to assist in the mitigation measures. Native American Contacts List attached.
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
 - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

Katy Sanchez
 Katy Sanchez
 Program Analyst
 (916) 653-4040

CC: State Clearinghouse

Native American Contact
Monterey County
December 28, 2009

Esselen Tribe of Monterey County
Tom Little Bear Nason
38655 Tassajara Road Esselen
Carmel Valley CA 93924
(408) 659-2153

Ohlone/Coastanoan-Esselen Nation
Louise Miranda-Ramirez, Chairperson
PO Box 1301 Esselen
Monterey , CA 93942 Ohlone/Costanoan
408-629-5189
408-205-7579 - cell

Ohlone/Coastanoan-Esselen Nation
Christianne Arias, Vice Chairperson
PO Box 552 Esselen
Soledad , CA 93960 Ohlone/Costanoan
831-235-4590

Ohlone/Coastanoan-Esselen Nation
Pauline Martinez-Arias, Tribal Council woman
1116 Merlot Way Esselen
Gonzales , CA 93926 Ohlone/Costanoan
831-596-9897

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH# 2009121017 Gonzales 2010 General Plan; Monterey County.

PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298



January 4, 2010

Bill Farrel
City of Gonzales
109 Fourth Street
P.O. Box 647
Gonzales, CA 93926

Re: Notice of Preparation, Draft Environmental Impact Report (DEIR)
Gonzales 2010 General Plan
SCH# 2009121017

Dear Mr. Farrel:

As the state agency responsible for rail safety within California, the California Public Utilities Commission (CPUC or Commission) recommends that development projects proposed near rail corridors be planned with the safety of these corridors in mind. New developments and improvements to existing facilities may increase vehicular traffic volumes, not only on streets and at intersections, but also at at-grade highway-rail crossings. In addition, projects may increase pedestrian traffic at crossings, and elsewhere along rail corridor rights-of-way. Working with CPUC staff early in project planning will help project proponents, agency staff, and other reviewers to identify potential project impacts and appropriate mitigation measures, and thereby improve the safety of motorists, pedestrians, railroad personnel, and railroad passengers.

The traffic impact study within the traffic/circulation section of the DEIR needs to specifically consider safety issues to the at-grade railroad crossings within the City. In addition to the potential impacts of the proposed project itself, the DEIR needs to consider cumulative rail safety-related impacts created by other projects.

In general, the major types of impacts to consider are collisions between trains and vehicles, and between trains and pedestrians. The proposed project has the potential to increase vehicular and pedestrian traffic in the vicinity.

Measures to reduce adverse impacts to rail safety need to be considered in the DEIR. General categories of such measures include:

- Installation of grade separations at crossings, i.e., physically separating roads and railroad track by constructing overpasses or underpasses
- Improvements to warning devices at existing highway-rail crossings
- Installation of additional warning signage
- Improvements to traffic signaling at intersections adjacent to crossings, e.g., traffic preemption

Bill Farrel
City of Gonzales
SCH # 2009121017
January 4, 2010
Page 2 of 2

- Installation of median separation to prevent vehicles from driving around railroad crossing gates
- Prohibition of parking within 100 feet of crossings to improve the visibility of warning devices and approaching trains
- Installation of pedestrian-specific warning devices and channelization and sidewalks
- Construction of pull out lanes for buses and vehicles transporting hazardous materials
- Installation of vandal-resistant fencing or walls to limit the access of pedestrians onto the railroad right-of-way
- Elimination of driveways near crossings
- Increased enforcement of traffic laws at crossings
- Rail safety awareness programs to educate the public about the hazards of highway-rail grade crossings

Commission approval is required to modify an existing highway-rail crossing or to construct a new crossing.

Thank you for your consideration of these comments. We look forward to working with the City on this project. If you have any questions in this matter, please contact me at (415) 713-0092 or email at ms2@cpuc.ca.gov.

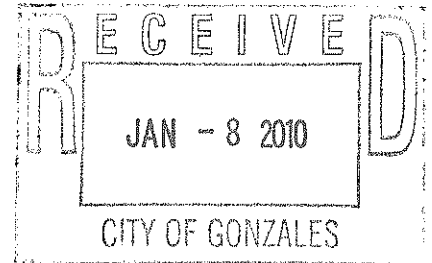
Sincerely,

Moses Stites
Rail Corridor Safety Specialist
Consumer Protection and Safety Division
Rail Transit and Crossings Branch
515 L Street, Suite 1119
Sacramento, CA 95814



January 4, 2010

Bill Farrel
City of Gonzales
109 Fourth Street
Gonzales, CA 93926



RE: Notice of Preparation for a Draft Environmental Impact Report for the City of Gonzales' General Plan Update, SCH# 2009121017

Dear Mr. Farrel:

Thank you for the opportunity to comment on your Notice of Preparation for a Draft Environmental Impact Report (DEIR) for the city's general plan update. In preparing the general plan and accompanying DEIR, the city should examine the sections of state planning law that involve potential hazards the city may face. For your information, I have underlined specific sections of state planning law where identification and analysis of hazards are discussed (see Attachment A).

Prior to the release of the draft general plan or within the DEIR, city staff or your consultants should examine each of the requirements in state planning law and determine if there are hazard issues within the community which the general plan should address. A table in the DEIR (or general plan) which identifies these specific issues and where they are addressed in the general plan would be helpful in demonstrating the city has complied with these requirements. If the DEIR determines that state planning law requirements have not been met, it should recommend that these issues be addressed in the general plan as a mitigation measure.

We note that state planning law includes a requirement for consultations with state agencies in regard to information related to hazards. CalEMA would be happy to share all available information at our disposal to facilitate the city's ability to comply with state planning and environmental laws.

If you have any questions about these comments, please contact Andrew Rush at (916) 845-8269 or andrew.rush@OES.ca.gov.

Sincerely,

A handwritten signature in cursive script that reads "Dennis Castrillo".
Dennis Castrillo
Environmental Officer

cc: State Clearinghouse

Attachment A
Hazards and State Planning Law Requirements

General Plan Consistency

65300.5. In construing the provisions of this article, the Legislature intends that the general plan and elements and parts thereof comprise an integrated, internally consistent and compatible statement of policies for the adopting agency.

Seven Mandated Elements

65302. The general plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principles, standards, and plan proposals. The plan shall include the following elements:

(a) A land use element that designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The location and designation of the extent of the uses of the land for public and private uses shall consider the identification of land and natural resources pursuant to paragraph (3) of subdivision (d). The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan. The land use element shall identify and annually review those areas covered by the plan that are subject to flooding identified by flood plain mapping prepared by the Federal Emergency Management Agency (FEMA) or the Department of Water Resources. The land use element shall also do both of the following:

(1) Designate in a land use category that provides for timber production those parcels of real property zoned for timberland production pursuant to the California Timberland Productivity Act of 1982, Chapter 6.7 (commencing with Section 51100) of Part 1 of Division 1 of Title 5.

(2) Consider the impact of new growth on military readiness activities carried out on military bases, installations, and operating and training areas, when proposing zoning ordinances or designating land uses covered by the general plan for land, or other territory adjacent to military facilities, or underlying designated military aviation routes and airspace.

(A) In determining the impact of new growth on military readiness activities, information provided by military facilities shall be considered. Cities and counties shall address military impacts based on information from the military and other sources.

(B) The following definitions govern this paragraph:

(i) "Military readiness activities" mean all of the following:

(I) Training, support, and operations that prepare the men and women of the military for combat.

(II) Operation, maintenance, and security of any military installation.

(III) Testing of military equipment, vehicles, weapons, and sensors for proper operation or suitability for combat use.

(ii) "Military installation" means a base, camp, post, station, yard, center, homeport facility for any ship, or other activity under the jurisdiction of the United States Department of Defense as defined in paragraph (1) of subsection (e) of Section 2687 of Title 10 of the United States Code.

(b) A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan.

(c) A housing element as provided in Article 10.6 (commencing with Section 65580).

(d) (1) A conservation element for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. The conservation element shall consider the effect of development within the jurisdiction, as described in the land use element, on natural resources located on public lands, including military installations. That portion of the conservation element including waters shall be developed in coordination with any countywide water agency and with all district and city agencies, including flood management, water conservation, or groundwater agencies that have developed, served, controlled, managed, or conserved water of any type for any purpose in the county or city for which the plan is prepared. Coordination shall include the discussion and evaluation of any water supply and demand information described in Section 65352.5, if that information has been submitted by the water agency to the city or county.

(2) The conservation element may also cover all of the following:

(A) The reclamation of land and waters.

(B) Prevention and control of the pollution of streams and other waters.

(C) Regulation of the use of land in stream channels and other areas required for the accomplishment of the conservation plan.

(D) Prevention, control, and correction of the erosion of soils, beaches, and shores.

(E) Protection of watersheds.

(F) The location, quantity and quality of the rock, sand and gravel resources.

(3) Upon the next revision of the housing element on or after January 1, 2009, the conservation element shall identify rivers, creeks, streams, flood corridors, riparian habitats, and land that may accommodate floodwater for purposes of groundwater recharge and stormwater management.

(e) An open-space element as provided in Article 10.5 (commencing with Section 65560).

(f) (1) A noise element which shall identify and appraise noise problems in the community. The noise element shall recognize the guidelines established by the Office of Noise Control in the State Department of Health Care Services and shall analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels for all of the following sources:

(A) Highways and freeways.

(B) Primary arterials and major local streets.

(C) Passenger and freight on-line railroad operations and ground rapid transit systems.

(D) Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation.

(E) Local industrial plants, including, but not limited to, railroad classification yards.

(F) Other ground stationary noise sources, including, but not limited to, military installations, identified by local agencies as contributing to the community noise environment.

(2) Noise contours shall be shown for all of these sources and stated in terms of community noise equivalent level (CNEL) or day-night average level (Ldn). The noise contours shall be prepared on the basis of noise monitoring or following generally accepted noise modeling techniques for the various sources identified in paragraphs (1) to (6), inclusive.

(3) The noise contours shall be used as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise.

(4) The noise element shall include implementation measures and possible solutions that address existing and foreseeable noise problems, if any. The adopted noise element shall serve as a guideline for compliance with the state's noise insulation standards.

(g) (1) A safety element for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence, liquefaction, and other seismic hazards identified pursuant to Chapter 7.8 (commencing with Section 2690) of Division 2 of the Public Resources Code, and other geologic hazards known to the legislative body; flooding; and wild land and urban fires. The safety element shall include mapping of known seismic and other geologic hazards. It shall also address evacuation routes, military installations, peakload water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards.

(2) The safety element, upon the next revision of the housing element on or after January 1, 2009, shall also do the following:

(A) Identify information regarding flood hazards, including, but not limited to, the following:

(i) Flood hazard zones. As used in this subdivision, "flood hazard zone" means an area subject to flooding that is delineated as either a special hazard area or an area of moderate or minimal hazard on an official flood insurance rate map issued by the Federal Emergency Management Agency. The identification of a flood hazard zone does not imply that areas outside the flood hazard zones or uses permitted within flood hazard zones will be free from flooding or flood damage.

(ii) National Flood Insurance Program maps published by FEMA.

(iii) Information about flood hazards that is available from the United States Army Corps of Engineers.

(iv) Designated floodway maps that are available from the Central Valley Flood Protection Board.

(v) Dam failure inundation maps prepared pursuant to Section 8589.5 that are available from the Office of Emergency Services.

(vi) Awareness Floodplain Mapping Program maps and 200-year flood plain maps that are or may be available from, or accepted by, the Department of Water Resources.

(vii) Maps of levee protection zones.

(viii) Areas subject to inundation in the event of the failure of project or nonproject levees or floodwalls.

(ix) Historical data on flooding, including locally prepared maps of areas that are subject to flooding, areas that are vulnerable to flooding after wildfires, and sites that have been repeatedly damaged by flooding.

(x) Existing and planned development in flood hazard zones, including structures, roads, utilities, and essential public facilities.

(xi) Local, state, and federal agencies with responsibility for flood protection, including special districts and local offices of emergency services.

(B) Establish a set of comprehensive goals, policies, and objectives based on the information identified pursuant to subparagraph (A), for the protection of the community from the unreasonable risks of flooding, including, but not limited to:

- (i) Avoiding or minimizing the risks of flooding to new development.
 - (ii) Evaluating whether new development should be located in flood hazard zones, and identifying construction methods or other methods to minimize damage if new development is located in flood hazard zones.
 - (iii) Maintaining the structural and operational integrity of essential public facilities during flooding.
 - (iv) Locating, when feasible, new essential public facilities outside of flood hazard zones, including hospitals and health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities or identifying construction methods or other methods to minimize damage if these facilities are located in flood hazard zones.
 - (v) Establishing cooperative working relationships among public agencies with responsibility for flood protection.
- (C) Establish a set of feasible implementation measures designed to carry out the goals, policies, and objectives established pursuant to subparagraph (B).
- (3) After the initial revision of the safety element pursuant to paragraph (2), upon each revision of the housing element, the planning agency shall review and, if necessary, revise the safety element to identify new information that was not available during the previous revision of the safety element.
- (4) Cities and counties that have flood plain management ordinances that have been approved by FEMA that substantially comply with this section, or have substantially equivalent provisions to this subdivision in their general plans, may use that information in the safety element to comply with this subdivision, and shall summarize and incorporate by reference into the safety element the other general plan provisions or the flood plain ordinance, specifically showing how each requirement of this subdivision has been met.
- (5) Prior to the periodic review of its general plan and prior to preparing or revising its safety element, each city and county shall consult the California Geological Survey of the Department of Conservation, the Central Valley Flood Protection Board, if the city or county is located within the boundaries of the Sacramento and San Joaquin Drainage District, as set forth in Section 8501 of the Water Code, and the Office of Emergency Services for the purpose of including information known by and available to the department, the office, and the board required by this subdivision.
- (6) To the extent that a county's safety element is sufficiently detailed and contains appropriate policies and programs for adoption by a city, a city may adopt that portion of the county's safety element that pertains to the city's planning area in satisfaction of the requirement imposed by this subdivision.

Consistency with Airport Land Use Plans

65302.3. (a) The general plan, and any applicable specific plan prepared pursuant to Article 8 (commencing with Section 65450), shall be consistent with the plan adopted or amended pursuant to Section 21675 of the Public Utilities Code.

Review of Safety Element

65302.5. (a) At least 45 days prior to adoption or amendment of the safety element, each county and city shall submit to the Division of Mines and Geology of the Department of Conservation

one copy of a draft of the safety element or amendment and any technical studies used for developing the safety element. The division may review drafts submitted to it to determine whether they incorporate known seismic and other geologic hazard information, and report its findings to the planning agency within 30 days of receipt of the draft of the safety element or amendment pursuant to this subdivision. The legislative body shall consider the division's findings prior to final adoption of the safety element or amendment unless the division's findings are not available within the above prescribed time limits or unless the division has indicated to the city or county that the division will not review the safety element. If the division's findings are not available within those prescribed time limits, the legislative body may take the division's findings into consideration at the time it considers future amendments to the safety element. Each county and city shall provide the division with a copy of its adopted safety element or amendments. The division may review adopted safety elements or amendments and report its findings. All findings made by the division shall be advisory to the planning agency and legislative body.

(1) The draft element of or draft amendment to the safety element of a county or a city's general plan shall be submitted to the State Board of Forestry and Fire Protection and to every local agency that provides fire protection to territory in the city or county at least 90 days prior to either of the following:

(A) The adoption or amendment to the safety element of its general plan for each county that contains state responsibility areas.

(B) The adoption or amendment to the safety element of its general plan for each city or county that contains a very high fire hazard severity zone as defined pursuant to subdivision (b) of Section 51177.

(2) A county that contains state responsibility areas and a city or county that contains a very high fire hazard severity zone as defined pursuant to subdivision (b) of Section 51177, shall submit for review the safety element of its general plan to the State Board of Forestry and Fire Protection and to every local agency that provides fire protection to territory in the city or county in accordance with the following dates as specified, unless the local government submitted the element within five years prior to that date:

(A) Local governments within the regional jurisdiction of the San Diego Association of Governments: December 31, 2010.

(B) Local governments within the regional jurisdiction of the Southern California Association of Governments: December 31, 2011.

(C) Local governments within the regional jurisdiction of the Association of Bay Area Governments: December 31, 2012.

(D) Local governments within the regional jurisdiction of the Council of Fresno County Governments, the Kern County Council of Governments, and the Sacramento Area Council of Governments: June 30, 2013.

(E) Local governments within the regional jurisdiction of the Association of Monterey Bay Area Governments: December 31, 2014.

(F) All other local governments: December 31, 2015.

(3) The State Board of Forestry and Fire Protection shall, and a local agency may, review the draft or an existing safety element and report its written recommendations to the planning agency within 60 days of its receipt of the draft or existing safety element. The State Board of Forestry and Fire Protection and local agency shall review the draft or existing safety element and may

offer written recommendations for changes to the draft or existing safety element regarding both of the following:

(A) Uses of land and policies in state responsibility areas and very high fire hazard severity zones that will protect life, property, and natural resources from unreasonable risks associated with wildland fires.

(B) Methods and strategies for wildland fire risk reduction and prevention within state responsibility areas and very high hazard severity zones.

(b) Prior to the adoption of its draft element or draft amendment, the board of supervisors of the county or the city council of a city shall consider the recommendations made by the State Board of Forestry and Fire Protection and any local agency that provides fire protection to territory in the city or county. If the board of supervisors or city council determines not to accept all or some of the recommendations, if any, made by the State Board of Forestry and Fire Protection or local agency, the board of supervisors or city council shall communicate in writing to the State Board of Forestry and Fire Protection or to the local agency, its reasons for not accepting the recommendations.

Open Space Plans

65560. (a) "Local open-space plan" is the open-space element of a county or city general plan adopted by the board or council, either as the local open-space plan or as the interim local open-space plan adopted pursuant to Section 65563.

(b) "Open-space land" is any parcel or area of land or water that is essentially unimproved and devoted to an open-space use as defined in this section, and that is designated on a local, regional or state open-space plan as any of the following:

(1) Open space for the preservation of natural resources including, but not limited to, areas required for the preservation of plant and animal life, including habitat for fish and wildlife species; areas required for ecologic and other scientific study purposes; rivers, streams, bays and estuaries; and coastal beaches, lakeshores, banks of rivers and streams, and watershed lands.

(2) Open space used for the managed production of resources, including but not limited to, forest lands, rangeland, agricultural lands and areas of economic importance for the production of food or fiber; areas required for recharge of groundwater basins; bays, estuaries, marshes, rivers and streams which are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply.

(3) Open space for outdoor recreation, including but not limited to, areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes, including access to lakeshores, beaches, and rivers and streams; and areas which serve as links between major recreation and open-space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors.

(4) Open space for public health and safety, including, but not limited to, areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, flood plains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs and areas required for the protection and enhancement of air quality.

MONTEREY COUNTY

RESOURCE MANAGEMENT AGENCY



PLANNING DEPARTMENT, Mike Novo, Director

168 W. Alisal St., 2nd Floor
Salinas, CA 93901

(831) 755-5025
FAX (831) 757-9516

January 5, 2010

Bill Farrel, AICP Community Development Director
City of Gonzales
P.O. Box 647
Gonzales, CA 93926

Subject: Notice of Preparation (NOP) of Draft EIR for Gonzales 2010 General Plan (PD091354)

Dear Mr. Farrel:

Thank you for the opportunity to review and comment on the NOP for the Gonzales 2010 General Plan EIR. The EIR should address the following:

1. Land Use and Planning – The Preliminary EIR Scope (page 24) states that *“although the project would not be subject to County of Monterey regulations, the project’s consistency with County zoning, other Planning Code provisions, and other pertinent County land use policies would also be evaluated.”* This assessment should anticipate evaluating the Draft General Plan that we hope to have completed by Spring 2010. The Draft General Plan can be found at the following link: http://www.co.monterey.ca.us/planning/gpu/GPU_2007/gpu_2007.htm Both the 1982 County General Plan, and more so, the Draft General Plan, encourage infill development before expanding out into valuable agricultural lands. If not part of the proposed City General Plan, we request including an alternative that follows the Regional Blueprint concept by increasing densities where the major transportation opportunity is located (Highway 101, rail lines). As part of the General Plan Update process, we request that the City consult with RMA-Planning Department staff regarding how the City’s update is consistent with planned growth under the County’s Draft General Plan.
2. Land Use Diagram - The Draft Land Use Diagram (Exhibit C1 of the Preliminary EIR Scope) shows agricultural land use within the Planning Area Boundary. The EIR should explain the purpose of including agricultural use in the planning area and the potential growth inducing impact of that classification. In addition, there are two areas shown as urban reserve in the diagram. The EIR should define what is meant by the term “urban reserve” and analyze potential impacts associated with the timeframe for development of these areas. Urban Reserve is a term used in the Monterey County General Plan, so we request that this reference be made in a similar matter for consistency.

3. Transportation/Traffic – The Preliminary EIR Scope (page 3) states that the updated General Plan adds approximately 2,150 acres of land for a variety of urban and open space uses and approximately 1,130 acres for urban reserve compared to 1,340 acres in the existing City, potentially adding land to more than triple the size of the city over the life of this General Plan. Consequently there is potential for significant impacts to the regional transportation system. The traffic analysis in the EIR should evaluate the impacts of the increased traffic on County and regional roads and propose mitigation for addressing both regional and local impacts. The EIR should also identify designated truck routes and evaluate the impacts of additional truck trips on County and regional roads.
4. Loss of Farmland - The Preliminary EIR Scope (page 16 of the NOP) states that “*most of the land that would be designated for urbanization in the Gonzales 2010 General Plan is currently prime farmland or farmland of statewide importance.*” The County’s Draft General Plan (Policy AG-1.12) requires mitigation for the loss of prime farmland. The EIR should quantify the loss of the various types of farmland and establish an acceptable mitigation program through consultation with the County. The EIR should identify alternatives to converting this amount of farmland or alternatively how the City will provide for permanent protection of prime agricultural land elsewhere in the County prior to allowing the proposed development to proceed. Growth inducing impacts that could result in the loss of Williamson Act property should be evaluated, including potential cancellations and non-renewals of lands outside the City limit or urban reserve lines. In addition, there should be a quantifying of the financial loss to the County/region from the conversion of agriculture to the proposed uses, including discussion of how the agricultural jobs will be replaced.
5. Agricultural Buffers – The Preliminary EIR Scope (page 24) states that “*attention would be given to agricultural policies, the maintenance of a stable urban/rural boundary, the provision of an appropriate land use transition to adjacent agricultural lands and the protection of environmentally sensitive habitats.*” The Draft Land Use Diagram (Exhibit C1 of the NOP) shows permanent agricultural edges along the northern, western and southern sides of the City. Evaluation of impacts to agricultural lands needs to distinguish between permanent edges (no future growth) and temporary edges (allow for possible future growth). In addition, the EIR should identify the minimum width of the proposed permanent agricultural edges and how they would be implemented (e.g., setbacks, easements, etc.) and maintained. Section 21.66.030.F.2 of the County Zoning Ordinance requires well-defined buffer zones (e.g., 200 foot wide easements or wider in “F”, “PG” or “RG” zoning districts). The Zoning Ordinance can be found at: http://www.co.monterey.ca.us/planning/docs/ordinances/Title21/21_toc.htm
Discussion of agricultural buffers must address consistency with the County’s General Plan. The County’s Draft General Plan (Policy AG-1.2) removes specific minimum setback distances, and requires a project to justify setbacks based on criteria, including but not limited to:
 - a. Wind direction and intensity. Setbacks larger than 200 feet may be necessary to allow aerial spraying of adjacent agricultural properties.
 - b. Topography.
 - c. Impact on agricultural operations must be fully mitigated on the developed properties. Reduced buffers for areas adjacent to lands under Williamson Act contract would be a significant impact.

Mr. Bill Farrel
January 5, 2010
Page 3

6. Water and Wastewater – The Preliminary EIR Scope (page 28) states that “*with increased growth, the demand for water and wastewater would increase, necessitating new or expanded facilities.*” The EIR should explore the cost/benefit to upgrade the existing sewage treatment facilities and explore the benefits of reusing tertiary treated water from the sewage treatment facility and how that could reduce impacts to the water supply. Expansion of the existing facility should evaluate the potential impact to agricultural lands (loss of lands and food safety) as well as the Salinas River that is in close proximity. In addition, the EIR should address the cumulative impacts of increased water demand on the region’s groundwater supply. The EIR should consider assessments from the Salinas Valley Water project EIR as well as the Monterey County General Plan EIR.
7. Other Agencies Whose Approval is Required – The Preliminary EIR Scope (page 34) states that approval is not required from any other agencies. The EIR should indicate any other approvals where the EIR may be used. For example, we presume that this EIR is to be used for sphere-of-influence or annexation actions that will require approval from LAFCO of Monterey County. As such, LAFCO of Monterey County should be identified in this section. Similarly, agencies requiring permits for work in the Salinas River to expand the wastewater treatment facility should be identified if this EIR is to be used for that purpose. Same goes for Caltrans if the GP results in improvements to interchanges that this EIR will be used for the CEQA review.
8. Cumulative Impacts. The cumulative impact analysis in the EIR should be consistent with, and additive to, evaluation of cumulative impacts contained in the County’s Draft General Plan EIR.

Again, thank you for the opportunity to comment on the NOP. Feel free to call me at (831) 755-5183 if you have any questions.

Sincerely,



Bob Schubert, AICP
Senior Planner

cc: Lew Bauman, County Administrative Officer
Mike Novo, RMA-Planning Director
Carl Holm, Assistant Planning Director
Les Girard, Assistant County Counsel
Alana Knaster, Deputy Director RMA
Bob Roach, Deputy Agricultural Commissioner
Richard LeWarne, Assistant Director of Environmental Health
Paul Greenway, Assistant Director of Public Works
Curtis Weeks, General Manager Monterey County Water Resources Agency
Marti Noel, Assistant Director of Redevelopment and Housing Office
John Pinio, Director of Parks
Thom McCue, LAFCO
Taven Kinison Brown, Planning Manager

Bill Farrel

From: Karen Massey [Karen.Massey@KJMAIL.COM]
Sent: Thursday, January 07, 2010 17:09
To: Bill Farrel
Cc: Leeanne Edwards
Subject: NOP of DEIR GP 2010

Hi Bill,

We have reviewed the Notice Of Preparation of the Draft Environmental Impact Report for the General Plan 2010 and believe it to be comprehensive. We have one minor comment: in comparing the project description to exhibit B we noticed a minor discrepancy in the total employment at buildout (7300 vs. 6248). Please feel free to contact us with any questions and thank you for the opportunity to provide comments on this important project.

Thank you,
Karen

Karen J. Massey
Project Manager
Jackson Family Enterprises
707-431-3216 office
707-228-6388 cell
Karen.Massey@KJMAIL.com



January 11, 2010

Mr. Bill Farrell
Community Development Director
City of Gonzales
P.O. Box 647
Gonzales, California 93926

**SUBJECT: Comments on the Notice of Preparation for the Gonzales 2010
General Plan**

Dear Mr. Farrell:

The Transportation Agency for Monterey County is the Regional Transportation Planning Agency and Congestion Management Agency for Monterey County. Transportation Agency staff has reviewed the Notice of Preparation for the Gonzales 2010 General Plan.

The proposed updated General Plan adds approximately 2,150 acres of land for a variety of urban and open space uses and approximately 2,130 acres of land for urban reserve, for a total of 3,490 acres if all land is incorporated and developed, with a total buildout population of approximately 37,000 persons and total employment base of 7,300 jobs.

Transportation Agency staff offers the following comments for your consideration:

Regional Road and Highway Impacts

1. The Draft Environmental Impact Report should analyze the impacts to regional transportation infrastructure associated with implementation of the updated general plan. The Transportation Agency has completed a Nexus Study for the regional development impact fee program that analyzed the regional, countywide traffic impacts of development according to adopted city and county general plans. This Nexus Study identifies projects to address countywide impacts to regional infrastructure, including interchange improvements to US 101 in Gonzales, and a schedule of development impact fees based on the proportion of project costs that can be attributed to new trips. Our agency recommends that the Nexus Study be used as a resource to identify the regional traffic impacts associated with implementation of the updated Gonzales General Plan, and requests that the regional fees be identified as the preferred mechanism for mitigating regional transportation impacts.

2. The traffic analysis in the Draft Environmental Impact Report should have a clearly defined study area including the significant regional roadways outside of the city limits that would potentially be impacted by development allowed by the proposed General Plan. All state highways and principal arterials within this study area should be identified. Applicable level of service standards for each of the roadway segments and intersections on state highways and principle arterials should also be identified in the report.
3. The traffic analysis in the Draft Environmental Impact Report should include information on existing traffic volumes within the study area, especially for those roadway segments and intersections on state highways and principal arterials. This information should be based upon recent traffic counts. The existing level of service for each roadway segment and intersection should also be calculated and included in the report.
4. The level of service for each regional roadway segment and intersection should be calculated under project-specific and cumulative conditions and included in the draft report. Cumulative conditions should be clearly defined in the report. Roadway performance deficiencies and feasible mitigation measures under both scenarios should be identified. The Transportation Agency and Caltrans consider the regional development impact fee to be sufficient for addressing the cumulative regional traffic impacts of new land use development.
5. The methodology used to calculate level of service should be consistent with the methods in the current version of the Highway Capacity Manual. All level of service calculations should be included in the draft report as an appendix and made available for public review.

Pedestrian & Bicycle Travel

6. The Transportation Agency supports accommodation of alternative forms of transportation (rail, bus transit, bicycle and pedestrian transportation), both through the design of transportation facilities, and through the design and orientation of land uses. As such, our agency supports the County's proposed policies to encourage alternative modes of travel by providing increased transit service, pedestrian and bicycle infrastructure, compact and mixed-use development, requirements for site designs that support transportation choice, and ensuring that new developments provide multi-modal facilities.
7. A discussion of any travel demand reduction measures to be implemented by the City of Gonzales should be included in the draft report. In addition, any bicycle and pedestrian facilities to be implemented according to the updated plan should be identified in the Draft Environmental Impact Report and be consistent with the Transportation Agency General Bikeways Plan for Monterey County.
8. Our agency encourages and recommends the inclusion of on-street bike lanes in the construction of new major arterials and collectors with an average daily traffic greater than 3,000 or with a speed limit in excess of 30 miles per hour, to reduce vehicle-

- bicycle conflicts at intersection crossings and improve safety for bicyclists making turning movements through intersections.
9. The draft report should address the need for new roadways on the interior of developments to be designed to accommodate bicycles with adequate pavement for bike travel, with specific dimensions clearly identified, particularly along major arterials.
 10. A premium should be placed on safe and accessible pedestrian access to development sites from intersections and crosswalks, sidewalks, and bicycle facilities. Our agency recommends that the draft report address issues of pedestrian travel, access, and safety. Our agency supports proper striping requirements at all pedestrian crosswalks to clearly identify areas of pedestrian travel and ensure safe transitions for vehicles and pedestrians. Consideration in the draft report should also be given to supporting the inclusion of intelligent crosswalks, which provide flashing notification lights when a pedestrian enters the crosswalk to increase visibility and alert drivers of their presence. New developments should be required to be designed with American Disability Act-compliant sidewalks that connect to external facilities, provide access to transit stops, and to not include the use of cul-de-sacs without a cut-through for pedestrian travel.
 11. In addition, The Transportation Agency recommends that implementation of bicycle facility-related policies encourage new developments to install public bicycle racks, and lockers. Adequate lighting at these locations to improve safety and visibility should be provided by the development. The Transportation Agency encourages project developers to apply for our Bicycle Protection Program, which provides grant funding for bicycle parking facilities (racks and lockers) for local businesses, governments, and school districts.
 12. Our agency supports the concentration of new development along major transportation corridors and near incorporated cities to make transit services more feasible. The draft report should also indicate a preference for working early in the development process with Monterey-Salinas Transit to ensure that transit access and facilities are properly planned and provided. New development should also be required to utilize Monterey-Salinas Transit's *Designing for Transit* Guideline Manual as a resource for accommodating transit service at new development sites.

Greenhouse Gas Emissions

13. Senate Bill 375 requires the Metropolitan Planning Organization to develop a Sustainable Communities Strategies as a comprehensive approach to addressing greenhouse gas emissions at a regional level by linking land use and transportation planning decisions. Our agency encourages the City's coordination with the Association of Monterey Bay Area Governments in the development of the region's Sustainable Communities Strategy and for developments within the General Plan area to be consistent with the plan once it is completed.
14. Our agency supports the use of light-colored pavement for pedestrian areas to cut down on the heat island effect. In addition, the development should explore the use of gray granite pavement for parking areas and roadways, which has the benefit over

traditional blacktop of increasing nighttime visibility and is permeable to aid in the control of on-site water run-off.

Thank you for the opportunity to review this document. If you have any questions, please contact Michael Zeller of my staff at (831) 775-0903.

Sincerely,



for Debra L. Hale
Executive Director

CC: Dave Murray, California Department of Transportation (Caltrans) District 5
Yaz Emrani, Monterey County Department of Public Works
Carl Sedoryk, Monterey-Salinas Transit
John Doughty, Association of Monterey Bay Area Governments
Ed Kendig, Monterey Bay Unified Air Pollution Control District



DEPARTMENT OF CONSERVATION

DIVISION OF LAND RESOURCE PROTECTION

801 K STREET • MS 18-01 • SACRAMENTO, CALIFORNIA 95814

PHONE 916 / 324-0850 • FAX 916 / 327-3430 • TDD 916 / 324-2555 • WEBSITE conservation.ca.gov

January 12, 2010

VIA EMAIL: bfarrel@ci.gonzales.ca.us

Mr. Bill Farrel, AICP, Community Development Director
City of Gonzales
PO Box 647
Gonzales, CA 93926

Subject: Notice of Preparation of a Draft Environmental Impact Report for the City of
Gonzales 2010 General Plan Update- SCH# 2009121017

Dear Mr. Farrel:

The Department of Conservation's (Department) Division of Land Resource Protection (Division) has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the City of Gonzales 2010 General Plan Update. The Division monitors farmland conversion on a statewide basis and administers the California Land Conservation (Williamson) Act and other agricultural land conservation programs. We offer the following comments and recommendations with respect to the General Plan update's potential impacts on agricultural land and resources.

Description:

The General Plan update adds approximately 2,150 acres of land for a variety of urban and open space uses, and approximately 2,130 acres of land for an urban reserve. The existing City is approximately 1,340 acres in size and would increase to approximately 3,490 acres if all the land identified for urbanization (not including the urban reserve area) was incorporated and developed.

Most of the land designated for urbanization is currently Prime Farmland or Farmland of Statewide Importance. Land use issues including agricultural preservation will be analyzed further in the proposed Draft EIR.

Division Comments:

The Division recommends that the Draft EIR address the following items to provide a comprehensive discussion of potential impacts of the revised General Plan on agricultural land and activities:

Agricultural Setting of the Area

- Location and extent of Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and other types of farmland in and adjacent to the revised General Plan areas.
- Current and past agricultural uses of the General Plan update area. Please include data on the types of crops grown.

To help describe the full agricultural resource value of the soils of the area, the Department recommends the use of economic multipliers to assess the total contribution of the area's potential or actual agricultural production to the local, regional and state economies. Two sources of economic multipliers can be found at the University of California Cooperative Extension Service and the United States Department of Agriculture (USDA).

Impacts on Agricultural Land

- Type, amount, and location of farmland conversion resulting directly and indirectly from implementation of the General Plan update, and growth inducement, respectively.
- Impacts on current and future agricultural operations; e.g., land-use conflicts, increases in land values and taxes, etc.
- Incremental impacts leading to cumulative impacts on agricultural land. This would include impacts from the proposed General Plan update, as well as impacts from past, current, and likely General Plan revisions in the future.
- Under California Code of Regulations Section 15064.7, impacts on agricultural resources may also be both quantified and qualified by use of established thresholds of significance. As such, the Division has developed a California version of the USDA Land Evaluation and Site Assessment (LESA) Model. The California LESA model is a semi-quantitative rating system for establishing the environmental significance of project-specific impacts on farmland. The model may also be used to rate the relative value of alternative project sites. The LESA Model is available on the Division's website at:

http://www.consrv.ca.gov/DLRP/qh_lesa.htm

Williamson Act Lands

The Department recommends that the following information be provided and/or discussed in the Draft EIR:

- A map detailing the location of any agricultural preserves and contracted land within each preserve. The Draft EIR should also tabulate the number of Williamson Act acres, according to land type (e.g., prime or non-prime agricultural land), which could be impacted directly or indirectly by the revised General Plan.
- A discussion of Williamson Act contracts that may be terminated in order to implement the General Plan update. The Draft EIR should discuss the probable impacts on properties, adjacent to and surrounding the General Plan update areas, which result from the termination of adjacent Williamson Act contracts. For example, a termination of a Williamson Act contract may have a growth-inducing impact. In other words, a termination may not only lift a barrier to development, but also result in higher property taxes, and thus, an incentive to shift to a more intensive land use, such as urban development.
- Under Government Code Section 51243, if a city annexes land under a Williamson Act contract, the city must succeed to all rights, duties, and powers of the county under the contract. However, under Section 51243.5, a city may exercise its option not to succeed to the contract if certain conditions are met. LAFCO must notify the Department within ten (10)

days of a city's proposal to annex land under a contract (Government Code Section 56753.5). Additionally, LAFCO must not approve a change to a sphere of influence or annexation of contracted land to a city unless certain conditions are met (see Government Code Sections 51296.3, 56426, 56426.5, 56749 and 56856.5).

- If portions of the planning area are under Williamson Act contracts (and will continue to be under contract after General Plan update implementation) the Draft EIR should discuss the proposed uses for those lands. Uses of contracted land must meet compatibility standards identified in Government Code Sections 51238 - 51238.3. Otherwise, contract termination must occur prior to the initiation of the land use. As a general rule, a Williamson Act contract can only be cancelled through the nine-year non-renewal process. Immediate termination via cancellation is reserved for "extraordinary circumstances" (See Sierra Club v. City of Hayward (1981) 28 Cal.3d 840, 852-855). Under Government Code section 51282, the city or county must approve a request for cancellation and base that approval on specific findings that are supported by substantial evidence. When cancellation is proposed, the Department recommends that a discussion of the findings be included in the Draft EIR. Finally, a notice of the hearing to approve the tentative cancellation and a copy of the landowner's petition must be mailed to the Director of the Department ten (10) working days prior to the hearing. The notice should be mailed to:

Bridgett Luther, Director
Department of Conservation
C/o Division of Land Resource Protection
801 K Street MS 18-01
Sacramento, CA 95814-3528

- An agricultural preserve is a zone authorized by the Williamson Act and established by the local government to designate qualified land to be placed under the Williamson Act's 10-year contracts. Preserves are also intended to create a setting for contract-protected lands that is conducive to continuing agricultural use. Under Government Code Section 51230, "An agricultural preserve may contain land other than agricultural land, but the use of any land within the preserve and not under contract shall within two years of the effective date of any contract on land within the preserve be restricted by zoning, including appropriate minimum parcel sizes that are at a minimum consistent with this chapter, in such a way as not to be incompatible with the agricultural use of the land." Therefore, the Draft EIR should also discuss any proposed general plan designation or zoning within agricultural preserves affected by the General Plan update.

Mitigation Measures

The loss of agricultural land represents a permanent reduction in the State's agricultural land resources. As such, the Department recommends the use of permanent agricultural conservation easements on land of at least equal quality and size as partial compensation for the direct loss of agricultural land through General Plan designation or zone changes. If a Williamson Act contract is terminated, or if growth inducing or cumulative agricultural impacts are involved, the Department recommends that this ratio of conservation easements to lost

Mr. Bill Farrel
January 12, 2010
Page 4 of 4

agricultural land be increased. Mitigation for the loss of Prime Farmland is suggested at a 2:1 ratio due to its importance in the State of California.

Conservation easements will protect a portion of those remaining land resources and lessen General Plan update impacts in accordance with CEQA Guideline §15370. The Department highlights this measure because of its acceptance and use by lead agencies as an appropriate mitigation measure under CEQA and because it follows an established rationale similar to that of wildlife habitat mitigation.

Mitigation via agricultural conservation easements can be implemented by at least two alternative approaches: the outright purchase of easements or the donation of mitigation fees to a local, regional or statewide organization or agency whose purpose includes the acquisition and stewardship of agricultural conservation easements. The conversion of agricultural land should be deemed an impact of at least regional significance. Hence the search for replacement lands should be conducted regionally or statewide, and not limited strictly to lands within the City's surrounding area.

The Department also has available a listing of approximately 30 "conservation tools" that have been used to conserve or mitigate project impacts on agricultural land. This compilation report may be requested from the Division at the address or phone number below. General information about agricultural conservation easements, the Williamson Act, and provisions noted above is available on the Department's website:

<http://www.conservation.ca.gov/dlrp/index.htm>

Of course, the use of conservation easements is only one form of mitigation that should be considered. Any other feasible mitigation measures should also be considered.

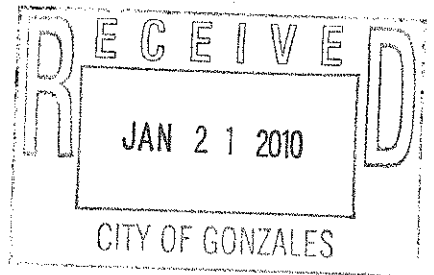
Thank you for giving us the opportunity to comment on this Notice of Preparation of a Draft Environmental Impact Report for the City of Gonzales 2010 General Plan Update. Please provide this Department with the Draft EIR when complete, the date of any hearings for this particular action and any staff reports pertaining to it. If you have questions regarding our comments, or require technical assistance or information on agricultural land conservation, please contact Meri Meraz, Environmental Planner, at 801 K Street, MS 18-01, Sacramento, California 95814, or by phone at (916) 445-9411.

Sincerely,



Dan Otis
Program Manager
Williamson Act Program

cc: State Clearinghouse



Ohlone/Costanoan Esselen Nation



*Previously acknowledged as
The San Carlos Band of
Mission Indians
The Monterey Band
And also known as
O.C.E.N. or Esselen Nation
P.O. Box 1301
Monterey, CA 93942*

www.ohlonecostanoanesselenation.org

January 19, 2010

Bill Farrel
AICP, Community Development Director
City of Gonzales
147 Fourth Street
Gonzales, CA 93926

Re. Notice of Preparation of a Draft Environmental Impact Report
For the Gonzales 2010 General Plan

Saleki Atsa Mr. Farrel,

This letter is a formal request for consultation with our tribe, in full accordance to the intent of California State Bill 18 (SB18). Ohlone/Costanoan Esselen Nation (OCEN) respectfully requests that the City of Gonzales enter into complete and full consultations with our Tribe as specified by California State Bill 18, effective March 1, 2005.

As the designated MLD representing the interests of the Ohlone/Costanoan Esselen Nation I am the legal contact Tribal representative in the event that ancestral Native American human remains and/or cultural resources are disturbed or encountered. Included in this letter please find a territorial map by Taylor 1856; Levy 1973; Hester 1978; and Milliken 1990, identifying Tribal areas. Ohlone/Costanoan Esselen Nation is the legal tribal government representative for over 600 enrolled members of Esselen, Carmelano, Monterey Band, Rumsen, Chalon, San Carlos Mission or Costanoan Mission Indian descent. Though other indigenous people may have lived in the area, the area is the indigenous homeland of our people.

Your letter dated December 2009, page 20 reads as:

“With regard to archaeological and paleontological resources, the County of Monterey identifies the Gonzales Area as an area of low sensitivity, and there are no known archaeological or paleontological sites in Gonzales. However, the City’s setting on level terrain adjacent to a watercourse suggests it might have been a site of habitation by indigenous people. The entire Salinas Valley was occupied for thousands of years by ancestors of such groups as the Costanoan, Ohlone, Salinan and others. The alluvium deposited by valley flooding may be so thick that remains exist at depths which have yet to be disturbed by farming or urban development.”

Also you gave notice the EIR will address the following questions. Would the project:

Cause a substantial adverse change in the significance of an archaeological resource pursuant to Resources Code 15064.5§ –

Disturb any human remains, including those interred outside of formal cemeteries?

Any construction will cause significant damage to an archaeological resource with one scoop of the backhoe. We have seen our ancestral remains torn in half and scattered with digging to lay pipes, foundations and much more in the name of progress. Please understand that those interred outside of your formal cemeteries are buried within our formal cemeteries.

Since there was no mention in this section, we request that the City of Gonzales conduct a sacred lands search with Northwest Information Center, Sonoma State University. Ms. Leigh Jordan can be contacted at (707) 664-0880 or leigh.jordan@sonoma.edu.

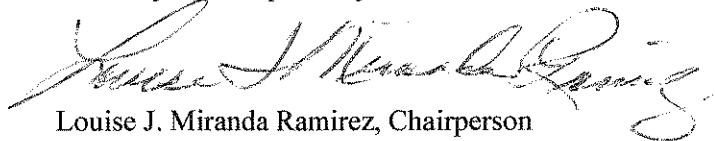
Please be advised that it is our first priority that our ancestor's remains be protected and undisturbed. We desire that all cultural and sacred items be left with our ancestors on site or where they are discovered. We ask for the respect that is afforded all of our current day deceased, by no other word these burial sites are cemeteries, respect for our ancestors as you would expect respect for your deceased family members in today's cemeteries. **Our definition of respect is no disturbance.**

We request that Ohlone/Costanoan-Esselen Nation be consulted as to any planned projects that might adversely impact known or predicted cultural resources and sacred sites within our aboriginal territory. Furthermore, the Tribal leadership desires to be contacted about which archaeological consultants are selected to conduct: 1) surveys, 2) subsurface testing, 3) presence/absence testing, 4) mitigation and recovery programs, 5) reburial of any of our ancestral remains, 6) placement of all cultural items, and 7) that a Native American Monitor of OCEN be used within our aboriginal territory.

We seek to be partners with the City of Gonzales in the protection of our sacred sites. We look forward to hearing from you so we can set up a meeting to discuss how we may best do so.

Nimasianexelpasaleki, Thank you for your attention to this matter.

Sincerely and Respectfully Yours,



Louise J. Miranda Ramirez, Chairperson
Ohlone/Costanoan Esselen Nation
(408) 629-5189

Cc: Tribal Council
Gonzales File

Distribution of Ohlone/Costanoan-Esselen Nation Tribal Rancherias, Districts, Landgrants and Historic Landmarks

OCEN DIRECT LINEAL DESCENT

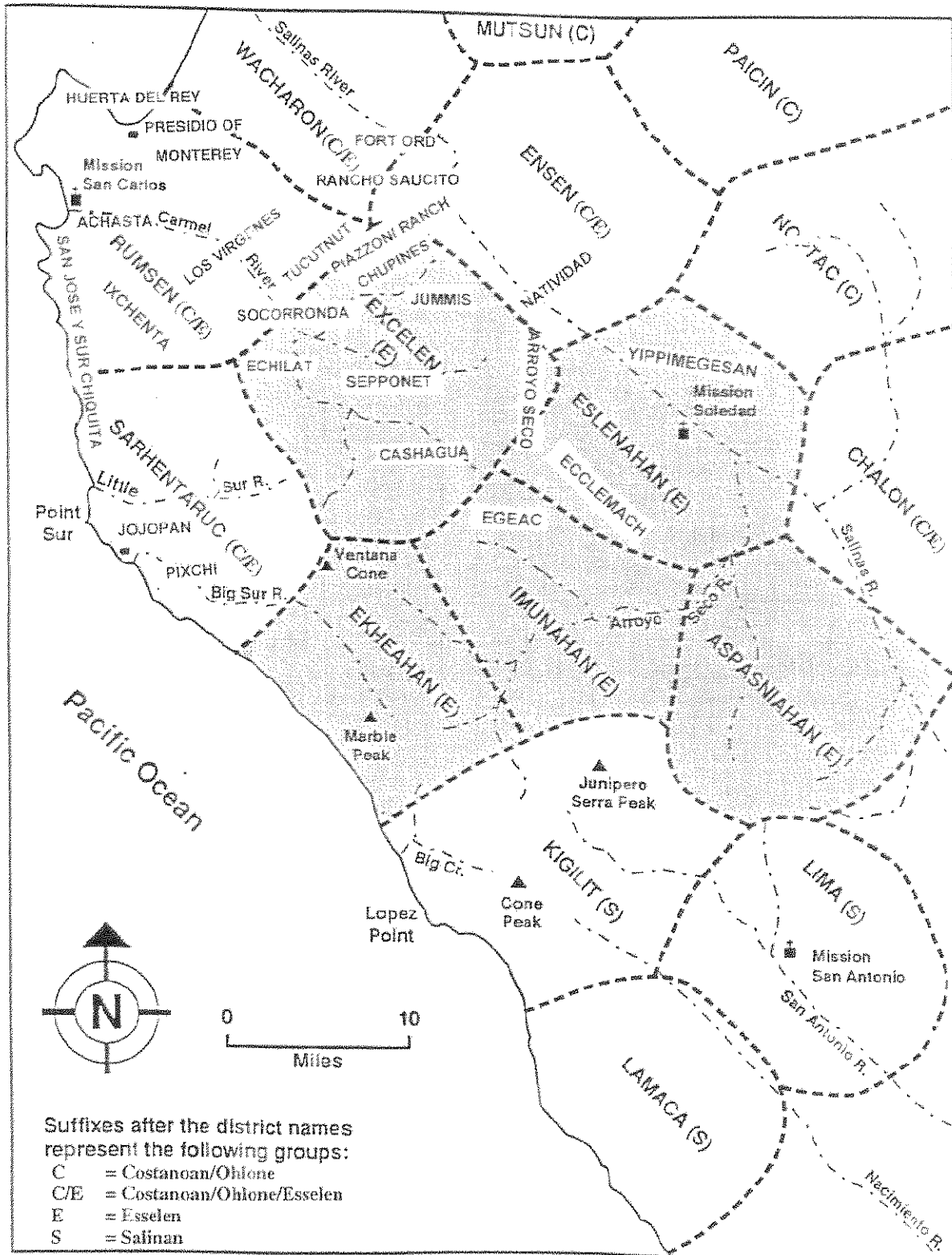


Figure 2:

Map after Taylor 1856; Levy 1973; Hester 1978; Milliken 1990

LAFCO *of Monterey County*

LOCAL AGENCY FORMATION COMMISSION
P.O. Box 1369 132 W. Gabilan Street, Suite 102
Salinas, CA 93902 Salinas, CA 93901
Telephone (831) 754-5838 Fax (831) 754-5831
www.monterey.lafco.ca.gov

KATE McKENNA, AICP
Executive Officer

January 25, 2010

Mr. Bill Farrel, AICP, Community Development Director
City of Gonzales
P.O. Box 647
Gonzales, CA 93926

RE: Comments on Notice of Preparation of a Draft Environmental Impact Report for the
Gonzales 2010 General Plan

Dear Mr. Farrel:

Thank you for your courtesy in accommodating our request for an extension of time to submit comments for the *Gonzales 2010 General Plan* Notice of Preparation. It is our understanding that the Notice of Preparation is being revised to add LAFCO as a Responsible Agency under the California Environmental Quality Act. LAFCO will be responsible for reviewing and approving future proposals to update the City's Sphere of Influence and to annex territory to the City. Those actions are necessary to implement the General Plan.

We also understand that the General Plan does not include a proposed Sphere of Influence boundary, and that the proposed Environmental Impact Report will therefore not examine the impacts of a future Sphere of Influence amendment. Further, we understand that the City intends to use this Program Environmental Impact Report as the basis for its separate environmental review of a future Sphere of Influence proposal.

In anticipation of future proposals for amendments to the City's Sphere of Influence, LAFCO requests that analysis of the following issues be addressed in the environmental review process:

Agricultural Resources –

- Please include a detailed review of the project's direct impact on open space and farmland mapped as prime and of statewide importance, including an assessment of recommendations for avoidance of impacts and mitigation of impacts. Examples of potential mitigations are permanent on-site or off-site conservation easements, mitigation

fees to a regional agricultural lands conservation bank program, permanent agricultural buffers, and temporary agricultural buffers that can be put in place prior to full General Plan buildout.

- Please review the impacts of the *Gonzales 2010 General Plan* on parcels that currently participate in the Williamson Act or Farmland Security Zone programs.
- In the analysis of farmland that would be converted to urban uses, please state which land would be considered as “prime agricultural land” as defined in Government Code section 56064. This code section is a part of the Cortese-Knox-Hertzberg Act which LAFCO utilizes for determining impacts.
- Please review the impacts upon agricultural resources consistent with the attached draft LAFCO *Policy on Preservation of Open Space and Agricultural Lands* that was adopted by the Commission on January 25, 2010.

Land Use and Planning –

- Please review the *Gonzales 2010 General Plan’s* compatibility and compliance with the “determinations” listed for consideration of a Sphere of Influence by a local agency formation commission (see Section 56425[e] of the Government Code).
- Please review the *Gonzales 2010 General Plan’s* compatibility and compliance with LAFCO of Monterey County’s adopted “Sphere Of Influence Policies and Criteria” (attached).
- Please review the *Gonzales 2010 General Plan’s* compatibility and compliance with the *Policy on Preservation of Open Space and Agricultural Lands* (see above, and attached).

Population and Housing –

- Please compare the population growth that would be allowed by the proposed plan with population projections published by the Association of Monterey Bay Area Governments (AMBAG) within its most recent Regional Forecast. Discuss potential timelines for the buildout of the proposed *Gonzales 2010 General Plan*.

Public Services –

- Please analyze the adequacy of the public service delivery systems and infrastructure to serve the proposed expansion area, and any changes recommended.
- Please analyze the impacts of the proposed General Plan on affected Special Districts, with respect to impacts on the capability of districts to continue to provide services to their residents, impacts on current and proposed district boundaries, and any other impacts.

Transportation/Traffic –

- Please analyze the adequacy of the existing regional and local transportation network to serve the proposed expansion area, and any changes recommended.

Utilities and Service Systems –

- Please analyze the adequacy of the existing service delivery systems and infrastructure to serve the proposed expansion area, and any changes recommended.

Cumulative Impact –

- Please analyze the cumulative impact to the Salinas Valley of the conversion of farmland mapped as prime and of statewide importance and any required mitigations.
- Please analyze the cumulative impacts to regional roadways and regional jobs/housing balance.
- Please analyze the cumulative impacts to the regional water supply.

Alternatives –

- Please discuss a *Gonzales 2010 General Plan* alternative that would be consistent with AMBAG population projections.

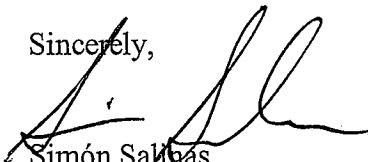
We look forward to providing comments on the Draft Program EIR, and to commenting on the subsequent environmental review for a future Sphere of Influence proposal.

We extend an invitation to the City of Gonzales to participate in LAFCO's preliminary review process as a way to promote early and informal dialogue, understanding and cooperation. The preliminary review process would consist of an informal presentation and discussion about the City's comprehensive growth plans. We encourage the City to take part in the preliminary review process prior to formal submittal of Gonzales' comprehensive Sphere of Influence amendment proposal and annexation proposals to LAFCO.

In addition, please note the statutory requirement for early consultation between the City and County (Government Code Section 56425b) before the formal Sphere of Influence amendment is submitted to LAFCO.

We appreciate this opportunity to provide comments. LAFCO's Executive Officer, Kate McKenna, would be pleased to meet with your City staff and consultants for more detailed discussions.

Sincerely,



Simón Salinas
Chair

Appendix B

AMBAG Consistency Determination and Air Quality Technical Data

AMBAG

ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS

February 2nd, 2010

Martin Carver
Coast Plans
110 Pine Street, Suite D
Santa Cruz, CA 95062

Dear Mr. Martin Carver:

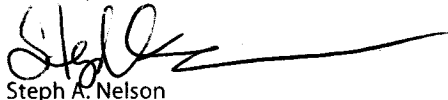
This letter is in response to your January 2010 request for a determination of consistency for the 2010 Gonzales General Plan with the 2008 Air Quality Management Plan for the Monterey Bay Region (AQMP).

Consistency of projects with the AQMP is analyzed by comparing the total potential population growth accommodated by the project with the forecast growth for the jurisdiction and region. The 2008 Population, Housing Unit, and Employment Forecasts adopted by the AMBAG Board of Directors on June 11, 2008 has been incorporated into the 2008 Air Quality Management Plan for the North Central Coast Air Basin (August 2008), which is the document used to project consistency. If the estimated population delta in the project and associated trips does not exceed the forecast, indirect emissions associated with the project are deemed to be consistent with the AQMP.

Based on the 2010 Gonzales General Plan, total build out population for Gonzales by 2030 is 37,825 people. According to the Monterey Bay Area 2008 Regional Forecast, Gonzales will have 20,941 people by 2030. While the build out population exceeds the forecast total for the City of Gonzales, it does not push the region over the region's forecast population for 2030.

Based on the above analysis, the 2010 Gonzales General Plan is deemed **CONSISTENT** with the 2008 Air Quality Management Plan.

Sincerely,



Steph A. Nelson

Planner, Association of Monterey Bay Area Governments

cc: Jean Getchell, MBUAPCD

Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: C:\Users\Weatherman\AppData\Roaming\Urbemis\Version9a\Projects\projects\Gonzales GP UGA UR.urb924

Project Name: Gonzales GP 2035 Urban Growth Area Plus Urban Reserve

Project Location: Monterey Bay Air District

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (tons/year, unmitigated)	185.05	29.63	348.18	1.01	53.31	51.31	37,932.76

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (tons/year, unmitigated)	54.79	48.50	486.03	1.09	214.18	41.74	117,295.89

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (tons/year, unmitigated)	239.84	78.13	834.21	2.10	267.49	93.05	155,228.65

5/13/2010 6:37:08 PM

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

<u>Source</u>	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
Natural Gas	1.77	23.49	13.69	0.00	0.04	0.04	29,308.04
Hearth	73.49	6.13	333.93	1.01	53.27	51.27	8,623.71
Landscape	0.04	0.01	0.56	0.00	0.00	0.00	1.01
Consumer Products	94.63						
Architectural Coatings	15.12						
TOTALS (tons/year, unmitigated)	185.05	29.63	348.18	1.01	53.31	51.31	37,932.76

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

<u>Source</u>	<u>ROG</u>	<u>NOX</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM25</u>	<u>CO2</u>
Condo/townhouse general	44.97	41.33	415.47	0.94	184.51	35.95	101,016.77
Industrial	4.09	2.39	23.50	0.05	9.88	1.93	5,421.47
Retail	4.55	3.72	36.60	0.08	15.39	3.00	8,443.79
Government	1.18	1.06	10.46	0.02	4.40	0.86	2,413.86
TOTALS (tons/year, unmitigated)	54.79	48.50	486.03	1.09	214.18	41.74	117,295.89

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2035 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Condo/townhouse general	662.44	6.23	dwelling units	10,599.00	66,031.77	585,193.37
Industrial		1.38	1000 sq ft	4,993.00	6,890.34	31,337.27
Retail		5.12	1000 sq ft	2,096.00	10,731.52	48,806.95
Government		13.36	1000 sq ft	229.63	3,067.86	13,952.61
					86,721.49	679,290.20

Vehicle Fleet Mix

Vehicle Type	Percent	Type	Non-Catalyst	Catalyst	Diesel
Light Auto	44.8		0.0	100.0	0.0
Light Truck < 3750 lbs	16.5		0.0	99.4	0.6
Light Truck 3751-5750 lbs	20.3		0.0	100.0	0.0
Med Truck 5751-8500 lbs	8.6		0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.4		0.0	78.6	21.4
Lite-Heavy Truck 10,001-14,000 lbs	0.9		0.0	55.6	44.4
Med-Heavy Truck 14,001-33,000 lbs	1.2		0.0	25.0	75.0
Heavy-Heavy Truck 33,001-60,000 lbs	0.6		0.0	0.0	100.0
Other Bus	0.1		0.0	0.0	100.0
Urban Bus	0.0		0.0	0.0	0.0
Motorcycle	4.5		33.3	66.7	0.0

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
School Bus	0.1	0.0	0.0	100.0
Motor Home	1.0	0.0	90.0	10.0

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commuter	Non-Work	Customer
Urban Trip Length (miles)	11.8	8.3	7.1	11.8	4.4	4.4
Rural Trip Length (miles)	11.8	8.3	7.1	11.8	4.4	4.4
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Industrial				2.0	1.0	97.0
Retail				2.0	1.0	97.0
Government				2.0	1.0	97.0

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Users\Weatherman\AppData\Roaming\Urbemis\Version9a\Projects\projects\Gonzales GP UGA UR.urb924

Project Name: Gonzales GP 2035 Urban Growth Area Plus Urban Reserve

Project Location: Monterey Bay Air District

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	611.60	128.80	81.18	0.00	0.26	0.26	160,603.22

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	378.28	327.41	3,376.32	7.75	1,526.86	297.61	840,396.22

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	989.88	456.21	3,457.50	7.75	1,527.12	297.87	1,000,999.44

5/13/2010 6:24:11 PM

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

<u>Source</u>	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
Natural Gas	9.72	128.72	75.00	0.00	0.24	0.24	160,591.98
Hearth - No Summer Emissions							
Landscape	0.49	0.08	6.18	0.00	0.02	0.02	11.24
Consumer Products	518.54						
Architectural Coatings	82.85						
TOTALS (lbs/day, unmitigated)	611.60	128.80	81.18	0.00	0.26	0.26	160,603.22

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

<u>Source</u>	<u>ROG</u>	<u>NOX</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM25</u>	<u>CO2</u>
Condo/townhouse general	238.56	210.98	2,204.31	5.14	1,011.02	196.97	556,125.68
Industrial	108.51	91.95	925.57	2.06	407.38	79.48	224,496.77
Retail	24.94	19.04	191.65	0.43	84.35	16.46	46,484.95
Government	6.27	5.44	54.79	0.12	24.11	4.70	13,288.82
TOTALS (lbs/day, unmitigated)	378.28	327.41	3,376.32	7.75	1,526.86	297.61	840,396.22

Operational Settings:

Does not include correction for passby trips

5/13/2010 6:24:11 PM

Does not include double counting adjustment for internal trips

Analysis Year: 2035 Temperature (F): 70 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Condo/townhouse general	662.44	6.23	dwelling units	10,599.00	66,031.77	585,193.37
Industrial		10.38	1000 sq ft	4,993.00	51,827.34	235,710.75
Retail		5.12	1000 sq ft	2,096.00	10,731.52	48,806.95
Government		13.36	1000 sq ft	229.63	3,067.86	13,952.61
					131,658.49	883,663.68

Vehicle Fleet Mix

Vehicle Type	Percent	Type	Non-Catalyst	Catalyst	Diesel
Light Auto	44.8		0.0	100.0	0.0
Light Truck < 3750 lbs	16.5		0.0	99.4	0.6
Light Truck 3751-5750 lbs	20.3		0.0	100.0	0.0
Med Truck 5751-8500 lbs	8.6		0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.4		0.0	78.6	21.4
Lite-Heavy Truck 10,001-14,000 lbs	0.9		0.0	55.6	44.4
Med-Heavy Truck 14,001-33,000 lbs	1.2		0.0	25.0	75.0
Heavy-Heavy Truck 33,001-60,000 lbs	0.6		0.0	0.0	100.0
Other Bus	0.1		0.0	0.0	100.0
Urban Bus	0.0		0.0	0.0	0.0
Motorcycle	4.5		33.3	66.7	0.0

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
School Bus	0.1	0.0	0.0	100.0
Motor Home	1.0	0.0	90.0	10.0

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commuter	Non-Work	Customer
Urban Trip Length (miles)	11.8	8.3	7.1	11.8	4.4	4.4
Rural Trip Length (miles)	11.8	8.3	7.1	11.8	4.4	4.4
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Industrial				2.0	1.0	97.0
Retail				2.0	1.0	97.0
Government				2.0	1.0	97.0

Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: C:\Users\Weatherman\AppData\Roaming\Urbemis\Version9a\Projects\projects\Gonzales GP UGA UR.urb924

Project Name: Gonzales GP 2035 Urban Growth Area Plus Urban Reserve

Project Location: Monterey Bay Air District

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	2,404.69	309.96	8,233.27	24.89	1,302.10	1,253.34	411,573.58

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	312.12	301.94	2,842.02	5.96	1,173.64	228.70	636,659.74

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	2,716.81	611.90	11,075.29	30.85	2,475.74	1,482.04	1,048,233.32

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

<u>Source</u>	ROG	NOX	CO	SO2	PM10	PM25	CO2
Condo/townhouse general	262.13	257.36	2,421.09	5.14	1,011.02	196.97	548,298.20
Industrial	18.29	14.85	140.18	0.27	54.16	10.57	29,427.23
Retail	24.84	23.12	218.33	0.43	84.35	16.46	45,832.12
Government	6.86	6.61	62.42	0.12	24.11	4.70	13,102.19
TOTALS (lbs/day, unmitigated)	312.12	301.94	2,842.02	5.96	1,173.64	228.70	636,659.74

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2035 Temperature (F): 50 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Condo/townhouse general	662.44	6.23	dwelling units	10,599.00	66,031.77	585,193.37
Industrial		1.38	1000 sq ft	4,993.00	6,890.34	31,337.27
Retail		5.12	1000 sq ft	2,096.00	10,731.52	48,806.95
Government		13.36	1000 sq ft	229.63	3,067.86	13,952.61
					86,721.49	679,290.20

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	44.8	0.0	100.0	0.0
Light Truck < 3750 lbs	16.5	0.0	99.4	0.6
Light Truck 3751-5750 lbs	20.3	0.0	100.0	0.0
Med Truck 5751-8500 lbs	8.6	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.4	0.0	78.6	21.4
Lite-Heavy Truck 10,001-14,000 lbs	0.9	0.0	55.6	44.4
Med-Heavy Truck 14,001-33,000 lbs	1.2	0.0	25.0	75.0
Heavy-Heavy Truck 33,001-60,000 lbs	0.6	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	4.5	33.3	66.7	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	1.0	0.0	90.0	10.0

Travel Conditions

	Residential			Commuter	Commercial	
	Home-Work	Home-Shop	Home-Other		Non-Work	Customer
Urban Trip Length (miles)	11.8	8.3	7.1	11.8	4.4	4.4
Rural Trip Length (miles)	11.8	8.3	7.1	11.8	4.4	4.4
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
% of Trips - Commercial (by land use)						
Industrial				2.0	1.0	97.0
Retail				2.0	1.0	97.0
Government				2.0	1.0	97.0

Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: C:\Users\Weatherman\AppData\Roaming\Urbemis\Version9a\Projects\projects\Gonales GP UGA.urb924

Project Name: Gonzales GP 2035 Urban Growth Area

Project Location: Monterey Bay Air District

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (tons/year, unmitigated)	133.34	20.37	252.13	0.74	38.73	37.28	26,168.08

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (tons/year, unmitigated)	34.23	29.97	299.87	0.67	131.72	25.67	72,144.00

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (tons/year, unmitigated)	167.57	50.34	552.00	1.41	170.45	62.95	98,312.08

5/13/2010 6:26:29 PM

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

<u>Source</u>	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
Natural Gas	1.20	15.91	8.97	0.00	0.03	0.03	19,902.09
Hearth	53.38	4.45	242.60	0.74	38.70	37.25	6,264.98
Landscape	0.04	0.01	0.56	0.00	0.00	0.00	1.01
Consumer Products	68.75						
Architectural Coatings	9.97						
TOTALS (tons/year, unmitigated)	133.34	20.37	252.13	0.74	38.73	37.28	26,168.08

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

<u>Source</u>	<u>ROG</u>	<u>NOX</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM25</u>	<u>CO2</u>
Condo/townhouse general	26.32	23.71	238.37	0.54	105.86	20.62	57,955.73
Industrial	3.01	2.08	20.48	0.04	8.61	1.68	4,725.10
Retail	3.87	3.25	31.91	0.07	13.42	2.62	7,360.78
Government	1.03	0.93	9.11	0.02	3.83	0.75	2,102.39
TOTALS (tons/year, unmitigated)	34.23	29.97	299.87	0.67	131.72	25.67	72,144.00

Operational Settings:

Does not include correction for passby trips

5/13/2010 6:26:29 PM

Does not include double counting adjustment for internal trips

Analysis Year: 2035 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Condo/townhouse general	481.25	4.92	dwelling units	7,700.00	37,884.00	335,739.38
Industrial		2.30	1000 sq ft	2,611.00	6,005.30	27,312.10
Retail		6.02	1000 sq ft	1,554.00	9,355.08	42,546.90
Government		13.36	1000 sq ft	200.00	2,672.00	12,152.26
					55,916.38	417,750.64

Vehicle Fleet Mix

Vehicle Type	Percent	Type	Non-Catalyst	Catalyst	Diesel
Light Auto	44.8		0.0	100.0	0.0
Light Truck < 3750 lbs	16.5		0.0	99.4	0.6
Light Truck 3751-5750 lbs	20.3		0.0	100.0	0.0
Med Truck 5751-8500 lbs	8.6		0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.4		0.0	78.6	21.4
Lite-Heavy Truck 10,001-14,000 lbs	0.9		0.0	55.6	44.4
Med-Heavy Truck 14,001-33,000 lbs	1.2		0.0	25.0	75.0
Heavy-Heavy Truck 33,001-60,000 lbs	0.6		0.0	0.0	100.0
Other Bus	0.1		0.0	0.0	100.0
Urban Bus	0.0		0.0	0.0	0.0
Motorcycle	4.5		33.3	66.7	0.0

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
School Bus	0.1	0.0	0.0	100.0
Motor Home	1.0	0.0	90.0	10.0

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commuter	Non-Work	Customer
Urban Trip Length (miles)	11.8	8.3	7.1	11.8	4.4	4.4
Rural Trip Length (miles)	11.8	8.3	7.1	11.8	4.4	4.4
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Industrial				2.0	1.0	97.0
Retail				2.0	1.0	97.0
Government				2.0	1.0	97.0

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Users\Weatherman\AppData\Roaming\Urbemis\Version9a\Projects\projects\Gonales GP UGA.urb924

Project Name: Gonzales GP 2035 Urban Growth Area

Project Location: Monterey Bay Air District

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	438.42	87.25	55.33	0.00	0.18	0.18	109,063.76

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	184.50	153.04	1,586.71	3.67	721.77	140.67	397,172.13

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	622.92	240.29	1,642.04	3.67	721.95	140.85	506,235.89

5/13/2010 9:58:10 PM

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

<u>Source</u>	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
Natural Gas	6.60	87.17	49.15	0.00	0.16	0.16	109,052.52
Hearth - No Summer Emissions							
Landscape	0.49	0.08	6.18	0.00	0.02	0.02	11.24
Consumer Products	376.71						
Architectural Coatings	54.62						
TOTALS (lbs/day, unmitigated)	438.42	87.25	55.33	0.00	0.18	0.18	109,063.76

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

<u>Source</u>	<u>ROG</u>	<u>NOX</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM25</u>	<u>CO2</u>
Condo/townhouse general	140.64	121.05	1,264.67	2.95	580.04	113.01	319,062.56
Industrial	17.30	10.65	107.25	0.24	47.20	9.21	26,012.73
Retail	21.10	16.60	167.07	0.37	73.53	14.35	40,522.73
Government	5.46	4.74	47.72	0.11	21.00	4.10	11,574.11
TOTALS (lbs/day, unmitigated)	184.50	153.04	1,586.71	3.67	721.77	140.67	397,172.13

Operational Settings:

Does not include correction for passby trips

5/13/2010 9:58:10 PM

Does not include double counting adjustment for internal trips

Analysis Year: 2035 Temperature (F): 70 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Condo/townhouse general	481.25	4.92	dwelling units	7,700.00	37,884.00	335,739.38
Industrial		2.30	1000 sq ft	2,611.00	6,005.30	27,312.10
Retail		6.02	1000 sq ft	1,554.00	9,355.08	42,546.90
Government		13.36	1000 sq ft	200.00	2,672.00	12,152.26
					55,916.38	417,750.64

Vehicle Fleet Mix

Vehicle Type	Percent	Type	Non-Catalyst	Catalyst	Diesel
Light Auto	44.8		0.0	100.0	0.0
Light Truck < 3750 lbs	16.5		0.0	99.4	0.6
Light Truck 3751-5750 lbs	20.3		0.0	100.0	0.0
Med Truck 5751-8500 lbs	8.6		0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.4		0.0	78.6	21.4
Lite-Heavy Truck 10,001-14,000 lbs	0.9		0.0	55.6	44.4
Med-Heavy Truck 14,001-33,000 lbs	1.2		0.0	25.0	75.0
Heavy-Heavy Truck 33,001-60,000 lbs	0.6		0.0	0.0	100.0
Other Bus	0.1		0.0	0.0	100.0
Urban Bus	0.0		0.0	0.0	0.0
Motorcycle	4.5		33.3	66.7	0.0

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
School Bus	0.1	0.0	0.0	100.0
Motor Home	1.0	0.0	90.0	10.0

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commuter	Non-Work	Customer
Urban Trip Length (miles)	11.8	8.3	7.1	11.8	4.4	4.4
Rural Trip Length (miles)	11.8	8.3	7.1	11.8	4.4	4.4
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Industrial				2.0	1.0	97.0
Retail				2.0	1.0	97.0
Government				2.0	1.0	97.0

Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: C:\Users\Weatherman\AppData\Roaming\Urbemis\Version9a\Projects\projects\Gonales GP UGA.urb924

Project Name: Gonzales GP 2035 Urban Growth Area

Project Location: Monterey Bay Air District

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	1,740.94	218.84	5,976.00	18.08	945.94	910.51	291,386.55

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	193.72	186.52	1,755.90	3.67	721.77	140.67	391,584.34

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	1,934.66	405.36	7,731.90	21.75	1,667.71	1,051.18	682,970.89

5/13/2010 6:18:18 PM

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

<u>Source</u>	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
Natural Gas	6.60	87.17	49.15	0.00	0.16	0.16	109,052.52
Hearth	1,303.01	131.67	5,926.85	18.08	945.78	910.35	182,334.03
Landscaping - No Winter Emissions							
Consumer Products	376.71						
Architectural Coatings	54.62						
TOTALS (lbs/day, unmitigated)	1,740.94	218.84	5,976.00	18.08	945.94	910.51	291,386.55

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

<u>Source</u>	<u>ROG</u>	<u>NOX</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM25</u>	<u>CO2</u>
Condo/townhouse general	151.43	147.66	1,389.03	2.95	580.04	113.01	314,571.75
Industrial	14.83	12.94	122.18	0.24	47.20	9.21	25,647.40
Retail	21.48	20.16	190.33	0.37	73.53	14.35	39,953.63
Government	5.98	5.76	54.36	0.11	21.00	4.10	11,411.56
TOTALS (lbs/day, unmitigated)	193.72	186.52	1,755.90	3.67	721.77	140.67	391,584.34

Operational Settings:

Does not include correction for passby trips

5/13/2010 6:18:18 PM

Does not include double counting adjustment for internal trips

Analysis Year: 2035 Temperature (F): 50 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Condo/townhouse general	481.25	4.92	dwelling units	7,700.00	37,884.00	335,739.38
Industrial		2.30	1000 sq ft	2,611.00	6,005.30	27,312.10
Retail		6.02	1000 sq ft	1,554.00	9,355.08	42,546.90
Government		13.36	1000 sq ft	200.00	2,672.00	12,152.26
					55,916.38	417,750.64

Vehicle Fleet Mix

Vehicle Type	Percent	Type	Non-Catalyst	Catalyst	Diesel
Light Auto	44.8		0.0	100.0	0.0
Light Truck < 3750 lbs	16.5		0.0	99.4	0.6
Light Truck 3751-5750 lbs	20.3		0.0	100.0	0.0
Med Truck 5751-8500 lbs	8.6		0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.4		0.0	78.6	21.4
Lite-Heavy Truck 10,001-14,000 lbs	0.9		0.0	55.6	44.4
Med-Heavy Truck 14,001-33,000 lbs	1.2		0.0	25.0	75.0
Heavy-Heavy Truck 33,001-60,000 lbs	0.6		0.0	0.0	100.0
Other Bus	0.1		0.0	0.0	100.0
Urban Bus	0.0		0.0	0.0	0.0
Motorcycle	4.5		33.3	66.7	0.0

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
School Bus	0.1	0.0	0.0	100.0
Motor Home	1.0	0.0	90.0	10.0

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commuter	Non-Work	Customer
Urban Trip Length (miles)	11.8	8.3	7.1	11.8	4.4	4.4
Rural Trip Length (miles)	11.8	8.3	7.1	11.8	4.4	4.4
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Industrial				2.0	1.0	97.0
Retail				2.0	1.0	97.0
Government				2.0	1.0	97.0

Appendix C

Traffic Analysis Report



March 22, 2010

Mr. Martin Carver
Coastplans
110 Pine Street, Suite D
Santa Cruz, CA 95062

**RE: 2010 City of Gonzales General Plan Update, Gonzales, California –
Traffic Analysis**

Dear Mr. Carver,

Hatch Mott MacDonald (HMM) has provided traffic-engineering services related to the environmental impact report for the 2010 City of Gonzales General Plan update. This letter report summarizes an analysis of buildout of this proposed General Plan update. Recommendations are made with respect to the necessary roadway classifications and widths, especially if they require revisions to the proposed Circulation Plan. Regional analysis is also performed.

1. Study Area

Streets and Highways

Gonzales is linked to other cities in the Salinas Valley by US Highway 101, which runs in a north-south direction through the east side of the City. The Highway is two lanes in each direction with a center median. The City is served by interchanges located at North Alta Street and Old Stage Road, a mile north of downtown; South Alta Street and Gloria Road, a mile south of downtown; and Fifth Street, about a quarter-mile east of downtown. The freeway was constructed as a bypass around the City, removing most regional traffic from City streets. A full complement of north- and southbound ramps are provided at each interchange.

Gonzales is also linked to the County roadway system via the following two-lane local roads:

- Gonzales River Road provides a connection from Alta Street west to River Road (County Route G17), which in turn parallels Highway 101 along the base of the Sierra de Salinas.
- Johnson Canyon Road provides an extension of Fifth Street east to Iverson Road at the base of the Gabilan Hills.
- Old Stage Road runs north from the north Highway 101 interchange.
- Gloria Road runs east from Highway 101 to Highway 25 in Central San Benito County, through the hills east of Gonzales.

Additional unimproved County roads skirt the edge of the City, providing local access to farms and farm residences in the Valley. Most of these roads intersect at right angles and are located along the edges of farm parcels.

The Gonzales street system consists of a hierarchy of arterial, collector, and local streets.

"Arterial" streets include Fifth Street, Alta Street, Johnson Canyon Road, and Gonzales River Road. The primary function of these streets is to move traffic to and from freeways and collector streets. Intersections with collector streets may be signalized or controlled by stop signs where conditions warrant. Access to arterials usually needs to be controlled so that the capacity of the roadway is not reduced. In Gonzales, most arterials have one travel lane in each direction.

"Collector" streets include Day Street, Elko Street (between First and Fourth), Fanoe Road, First Street, Fairview Drive (portion), Rincon Road, Fourth Street, Seventh Street, Cielo Vista Avenue, Del Monte Drive, C Street, and Centennial Drive. These streets handle moderate amounts of traffic and move traffic between arterials and local streets. All collector streets have one travel lane in each direction. Some collector streets in Gonzales also function as local streets and provide direct access to residences.

"Local" streets include all other streets in the City. They provide direct access to residences and are often designed to discourage through-traffic. Movement on local streets usually involves traveling to and from collector or arterial streets.

The street system includes a grid of north-south and east west streets, with some of the east west streets extending across Gonzales Slough into subdivisions characterized by curvilinear streets and cul-de-sacs. Fifth Street continues east from the grid and crosses Highway 101, providing access to the newer subdivisions east of the freeway as well as farms on the east side of the Salinas Valley. Gonzales River Road provides access to the area west of the Union Pacific tracks and to the farms on the west side of the Valley.

Bicycles and Pedestrians

The flat terrain and wide streets of Gonzales are very conducive to bicycle use. There is a moderate amount of pedestrian and bicycle traffic along most City streets between Alta Street and Highway 101. A large part of this traffic is composed of children and teens going to and from the parks and schools located near the geographic center of the City. There are no Class "I" bike lanes¹ in the City; a Class "II" bike lane exists from the Fifth Street overpass to Herold Parkway and south along Herold Parkway through the California Breeze subdivision. Streets

¹ A Class I bike path is a paved facility reserved for bicycles (and sometimes pedestrians) that is separated from a motorized vehicle roadway. A Class II bike path is a striped corridor along a roadway which is reserved for bicycles. A Class III bike path is shared with motorists and is identified only with signs.

are generally wide enough to accommodate bike traffic without interfering with vehicle traffic.

Most Gonzales streets have sidewalks, and striped crosswalks exist at the most heavily crossed corners. A pedestrian crossing on Fifth Street, controlled by a flashing red light, connects the Gonzales High School and the Fairview Middle School. In addition, there is a considerable amount of pedestrian and bicycle traffic using the Fifth Street overpass of Highway 101, primarily consisting of persons traveling to the shopping center or students going to school.

Railroad

The Union Pacific Railroad owns the freight and passenger rail line running north-south through the Salinas Valley and flanking the west side of Gonzales. Regular freight service is provided on the tracks. The tracks are also used for daily AMTRAK service between Los Angeles and Seattle, although the nearest station is in Salinas. The AMTRAK trains run once a day in each direction.

Other Transportation Modes

Gonzales does not have a local transit system. Monterey-Salinas Transit (MST) line 23 provides daily service at regular intervals between Salinas and King City with stops in Gonzales. Monterey-Salinas Transit also operates "RIDES", a demand-responsive service for seniors and the disabled that offers transportation throughout the Monterey Peninsula to Gonzales.

Greyhound offers bus service four times a day between the San Francisco area and the Los Angeles area, with stops in Salinas and, occasionally, King City. By request, the bus may allow passengers to disembark at the Gonzales interchanges.

There is no airport in Gonzales. Air service is available at Monterey Peninsula Airport, 25 miles northwest, or at Salinas Municipal Airport, 13 miles north.

2. Existing Conditions

Each road in Gonzales has a maximum practical traffic capacity. By calculating road capacity and measuring current traffic volumes, the City can determine how many more cars can be added to the road before congestion reaches unacceptable levels. Once these levels are reached, measures to increase road capacity or decrease travel demand must be developed.

The term "Level of Service" (LOS) is used to describe roadway operating conditions. Six service levels are defined, ranging from "A" (free flow) through "F" (jammed). *Appendix A* defines typical conditions found at each service level for various roadway types. The City of Gonzales has established LOS C as the minimum acceptable level of service for roadway segments within the city. Monterey County also has a level of service standard of LOS C, while Caltrans defines its level of service standard as the transition between LOS C and LOS D (heretofore referred to as "LOS C/D").

Exhibit 1 depicts daily traffic volumes on major streets in Gonzales. These volumes were derived in part from PM peak hour traffic counts conducted in 2006. The counts indicate that peak hour traffic along Alta Street, the City's primary north/south street, ranges from about 4,000 to 5,500 vehicles per day. Along Fifth Street, peak volumes range from 3,400 to 7,100 daily vehicles west of Highway 101 to over 10,000 daily vehicles east of the Highway 101 interchange. All of the existing roadways in Gonzales currently operate at acceptable levels of service.

Highway 101 within and in the immediate vicinity of Gonzales operates at an acceptable LOS A or LOS B. All of the on- and off-ramps at the three Highway 101 interchanges in the city also operate at acceptable LOS A.

3. Project Definition

The draft 2010 General Plan update proposes substantial growth in Gonzales, primarily to the east of Highway 101. The future growth areas in the city have been split into two categories – 1) Urban Growth Area; and 2) Urban Reserve. The Urban Growth Areas are the initial areas under which future development is expected to occur. At the current population and employment growth rates projected by the Association of Monterey Bay Area Governments (AMBAG), buildout of the Urban Growth Areas is not anticipated to occur any earlier than approximately the Year 2050. The Urban Reserve areas are essentially lands that are in reserve, and thus may not be fully developed until decades after the Urban Growth Area is built out. The effects of each of the two categories on the existing and future street systems have been analyzed within this report. Buildout of the Urban Growth Area of the Gonzales General Plan would create about 7,700 new homes and 5,400 new jobs in the City. With the addition of the Urban Reserve land, the total growth would include about 14,300 new homes and 8,800 new jobs in Gonzales.

4. General Plan Buildout Conditions (Urban Growth Area)

Projected population and employment data within the growth areas identified within the 2010 General Plan update (Urban Growth Area only) was integrated into the regional traffic demand model developed by the Association of Monterey Bay Area Governments (AMBAG). The model was also modified to include the proposed new street system east of Highway 101, as identified in the revised circulation plan. Finally, the model was utilized to develop the traffic forecasts upon which this analysis is based. *Appendix B* contains the AMBAG model plots utilized in this analysis.

The AMBAG traffic demand model utilizes population and employment forecasts for the entire Monterey Bay Area (Monterey, San Benito, and Santa Cruz Counties) that were developed by AMBAG in 2004. Updated population and employment forecasts were developed by AMBAG in 2008. These updated forecasts anticipate a slower level of population and

employment growth than within the 2004 projections. For example, while the 2004 forecasts projected an annual population growth rate of 1.2% between 2000 and 2030, the 2008 forecasts project a lower annual growth rate of 0.8%. Similarly, the 2004 forecasts projected an annual employment growth rate of 1.6%, while the 2008 forecasts project a lower annual growth rate of 0.8%. Use of the 2004 population and employment forecasts within this analysis therefore represents a conservative approach to this analysis. See *Appendix C* for a more detailed discussion of this topic, as included within the AMBAG document *Monterey Bay Area 2008 Regional Forecast*.

Note: Although not characterized within the AMBAG model, this analysis also includes the project traffic associated with the new Johnson Canyon Landfill off of Johnson Canyon Road, to the east of Gonzales. The official truck route for trucks traveling to and from the facility is via Gloria Road, Iverson Road, and Johnson Canyon Road. The traffic from the landfill was added to the AMBAG volume projections prior to the level of service evaluations.

The AMBAG model forecasts that buildout of the Urban Growth Area would generate approximately a net new 55,925 daily trips.

Exhibit 1 indicates projected average daily traffic (ADT) volumes and resulting levels of service upon buildout of the Land Use Diagram. Most of the city streets within Gonzales will operate at acceptable levels of service within their current configurations at buildout of the Urban Growth Area (without the Urban Reserve). However, one corridor – Fifth Street-Johnson Canyon Road – would require additional improvements to offset deficient operations. Operations and necessary improvements to that corridor are discussed below.

Fifth Street – Johnson Canyon Road:

The Fifth Street-Johnson Canyon Road corridor would be most affected by the city's buildout, both because it is the most direct route to access Highway 101 for half of the new growth east of Highway 101, as well as its centrally-located crossing of the freeway. Each deficiently operating segment of this corridor is described below.

Fifth Street between Rincon Road and Highway 101 would operate at an unacceptable LOS D, and would need to be widened to four through lanes to achieve acceptable levels of service. The feasibility of adding a second through lane in each direction is constrained by the configuration of the street, particularly the all-way stop intersection at Rincon Road and the "jog" in Rincon Road at its intersection with Fifth Street. The feasibility of widening the road or adding turning bays is limited by the built-up character of the adjacent lots and the need to maintain slow traffic flow in the vicinity of the schools. On-street parking would have to be prohibited on Fifth Street east of the high school, as well as removal of the existing planter strip adjacent to the sidewalk in the eastbound direction of Fifth Street. This would reduce traffic delays caused by vehicles entering or leaving on-street

parking stalls, as well as provide additional pavement for use by traveling vehicles; however, it could also increase vehicle speeds. Trap lanes – where traffic in a through lane is directed into a turn lane – and signalization of the Rincon Road/Fifth Street intersection may also become necessary, in order to manage the vehicle queues on Fifth Street between Rincon Road and Fanoe Road-Herold Parkway. It is recommended that any future design study for the Highway 101/Fifth Street interchange should also include both the design of the Fifth Street corridor (between Rincon Road and Fanoe Road-Herold Parkway), and an evaluation of synchronization of future traffic signals along the corridor.

Between Highway 101 and Fanoe Road, Fifth Street would operate at an unacceptable LOS E. To achieve acceptable levels of service this segment would need to be widened to six lanes (three through lanes in each direction, plus turn lanes), which is infeasible given the existing development surrounding the roadway in this area. Instead, it is recommended that Fifth Street remain as a four-lane divided arterial east of Highway 101, which would force some traffic to divert to other corridors en route to either Highway 101 or the opposite side of the city (such as Gloria Road and Associated Lane).

Johnson Canyon Road will be the primary east-west arterial through the new growth areas in the eastern portion of the city. It is projected to operate at an unacceptable LOS F immediately east of Fanoe Road-Herold Parkway. To operate acceptably, it will need to be widened to four lanes (two through lanes in each direction) between Fanoe Road-Herold Parkway and Street “A”.

Other City Street Corridors:

As stated previously, most of the city streets within Gonzales, including the new streets added east of Highway 101, would operate acceptably purely based upon projected volumes. However, the practicality of leaving all of these roads as two lane roadways is dubious at best. Such a situation would lead to diluted sense of road hierarchy – thereby encouraging cut-through traffic on collector and local streets – and would encourage vehicles to use the Fifth Street corridor; both of these situations would result in further impacts to the street system and future resident quality of life. Instead, additional roadways are recommended to be widened to four lanes, in order to avoid the aforementioned impacts. Each of those roadways is discussed below.

Fanoe Road – Herold Parkway:

The limiting of Fifth Street to four lanes will add additional traffic onto the north-south street system east of Highway 101, principally Fanoe Road and Herold Parkway. To encourage use of Fanoe Road and Herold Parkway, as well as to accommodate other traffic demand on the corridor, it is recommended that Fanoe Road and Herold Parkway be widened and constructed as four-lane divided arterials between Gloria Road and Associated Lane.

Gloria Road:

Gloria Road can operate acceptably as a two-lane arterial between Highway 101 and Iverson Road. However, a high percentage of the new industrial and manufacturing areas in Gonzales will be located along this corridor, adding a considerable number of semi-trailers and other large trucks. In addition, the Gloria Road and Iverson Road corridors will be the official truck route for hauling waste to the new Johnson Canyon Landfill east of the city. Finally, some of the traffic shifted away from the Fifth Street corridor will end up on Gloria Road, primarily that bound to and from the south along Highway 101. It is therefore recommended that Gloria Road be widened to a four-lane divided arterial between Highway 101 and Street "A", and a two-lane arterial between Street "A" and Iverson Road.

Associated Lane:

Associated Lane would be realigned at buildout of the land use plan, extending farther east into the city. Although it can operate acceptably as a two-lane arterial in the short-term, traffic diversions from the Fifth Street and Johnson Canyon Road corridor would add additional traffic to the corridor. Associated Lane should therefore be upgraded as a four-lane divided arterial (two lanes in each direction) between Highway 101 and Street "A", and a two-lane divided arterial between Street "A" and Street "B".

Street "A":

Street "A" would be a new north-south arterial east of Highway 101, to be located approximately equidistant between Fanoe Road-Herold Parkway and Iverson Road. It would function acceptably as a two-lane arterial between Street "B" and Gloria Road. Between Street "B" and Associated Lane, Street "A" would be designated as a collector street. Due to its connection to Associated Lane, this northern end of Street "A" could be used as a through route to Associated Lane by drivers looking for a short-cut through the local neighborhoods. It is recommended that the City work with the future project applicant pertaining to this future growth area, in order to determine methods to discourage use of the upper end of Street "A" as a through route. This may involve either traffic calming or a different alignment for the street than currently proposed.

Street "B":

Street "B" would be a new east-west arterial in the future northeastern quadrant of the city, connecting Fanoe Road and Iverson Road. This street would operate acceptably as a two-lane arterial in its entirety. It would also have sufficient reserve capacity to accommodate traffic diversions from Johnson Canyon and Fifth Street en route to Highway 101 via the N. Alta Street-Old Stage Road-Associated Lane interchange.

State Highway Facilities:

Highway 101 is the lone state highway that passes through Gonzales. Throughout the city, it is a four-lane freeway. The following discussion summarizes the operations of the freeway at buildout of the Urban Growth Area.

Highway 101 – Greater Gonzales Area:

Highway 101 would operate deficiently throughout much of the city, as well as immediately north and south of Gonzales. Widening of the freeway would be required both with and without buildout of the Urban Growth Area, specifically widening to six lanes from south of the Gloria Road interchange up to the N. Alta Street-Old Stage Road-Associated Lane interchange, and widening to eight lanes north of N. Alta Street-Old Stage Road Interchange.

As noted above, the aforementioned freeway widening improvements would also be required without any change to the Gonzales General Plan. *Exhibit 2* summarizes the traffic volumes along Highway 101 in the greater Gonzales area under existing, Year 2030 without Project (i.e. under the current Gonzales General Plan), Year 2050 without Project, Year 2050 with the Urban Growth Area, and Year 2050 with the Urban Reserve. At Year 2030, the entire Highway 101 corridor through Gonzales would need to be widened to six lanes. By Year 2050, not only would the freeway need to be six lanes, but the segment north of N. Alta Street-Old Stage Road-Associated Lane would need to be eight lanes wide to achieve acceptable levels of service. When the Urban Growth Area traffic is added to Year 2050 conditions, the necessary level of improvement to Highway 101 remains the same – no additional widening is required beyond that required for Year 2050 without the Urban Growth Area. Therefore, buildout of the Urban Growth Area would not represent a direct project impact on Highway 101, but rather a cumulative project impact.

Highway 101 – Regional Operations:

Other sections of Highway 101 in Monterey County will also operate deficiently in the future. *Exhibit 3* depicts the projected volumes along the entirety of Highway 101 in Monterey County at the Year 2030. (These volumes are taken from the *Regional Impact Fee Next Study Update*, Kimley-Horn and Associates, March 26, 2008, and therefore only assume the growth projected under the current Gonzales General Plan, not the proposed update.) The addition of traffic from the buildout of the General Plan Urban Growth Area would result in impacts to many of these segments between Greenfield and Prunedale. However, as with the freeway segments within Gonzales, the impacts to these regional freeway segments would not rise to the level of requiring additional roadway upgrades beyond that which would be required without buildout of the Urban Growth Area. This is because the total amount of traffic growth on these freeway segments would diminish in proportion to the distance from Gonzales – the further away the segment is from Gonzales, the lower the number of vehicle trips added from the Urban Growth Area. Therefore, buildout of the Urban Growth Area would not represent a direct project impact on regional segments of Highway 101, but rather a cumulative project impact.

Widening and improving Highway 101 would be a regional improvement; the Transportation Agency for Monterey County (TAMC) would be the agency responsible for its implementation. Payment of the TAMC regional traffic impact fee by each future development within Gonzales would mitigate the regional impact of the General Plan as a whole.

Highway 101 – Interchange Operations:

The freeway on- and off-ramps at all three interchanges with Highway 101 in Gonzales would all operate acceptably as one-lane ramps (plus any necessary additional lanes required at their intersections with city streets). However, each of these three interchanges – North Alta Street-Old Stage Road-Associated Lane, Fifth Street, and South Alta Street-Gloria Road – would need to be reconfigured in order to accommodate the additional traffic from buildout of the Urban Growth Area of the General Plan. A Project Study Report (PSR) is currently in progress for the South Alta Street-Gloria Road interchange, and PSRs should also be performed for the other two interchanges. The most challenging interchange to reconstruct would be the Fifth Street interchange, due to the limited ability to increase the overall footprint of the interchange.

5. General Plan Buildout Conditions (Urban Growth Area Plus Urban Reserve)

The Urban Reserve growth areas are concentrated in three areas – 1) Johnson Canyon Road corridor; 2) Associated Lane corridor (near Highway 101), and 3) Gloria Road corridor.

The AMBAG model forecasts that buildout of both the Urban Growth Area and the Urban Reserve would generate approximately 86,737 daily trips.

Exhibit 4 indicates the projected average daily traffic (ADT) volumes and resulting levels of service upon buildout of both the Urban Growth Area and the Urban Reserve. The volumes and levels of service under existing conditions and at buildout of just the Urban Growth Area are also listed as reference on the same exhibit.

The following sections summarize the ability of the various roadway corridors to accommodate the added traffic from the Urban Reserve, as well as those corridors that would require further improvement.

Fifth Street – Johnson Canyon Road:

Operations with buildout of the Urban Growth Area plus the Urban Reserve area are expected to further degrade the deficient operations of the Fifth Street and Johnson Canyon Road corridors. It is continued to be recommended that the corridor be designed as a four-lane arterial between Rincon Road and Street A. The excess capacity along the remaining street system with implementation of the previously recommended roadway improvements – especially Fanoe Road, Herold Parkway, Associated Lane, and Gloria Road – would generally be able to accommodate both the diverted traffic from Fifth Street, but also the traffic growth emanating from growth areas along those other corridors.

Two roadways with segments that would need further design refinement beyond those previously recommended are Johnson Canyon Road and Associated Lane. Johnson Canyon Road should be upgraded to a four-lane arterial between Street “A” and Iverson Road at buildout of both the Urban Growth Area and the Urban Reserve. The design of this section of roadway should be similar to that of Johnson Canyon Road east of this segment.

Johnson Canyon Road would continue to operate acceptably as a two-lane arterial east of Iverson Road. No further improvements would be required for this section of the roadway.

Associated Lane:

The segment of Associated Lane between Highway 101 and Fanoe Road would best function as a four-lane expressway. This designation would require a minimization of the number of access points to the street within that section, as well as an increase in the speed limit. This minimization of access would include both project driveways and public streets. The limiting of access to Associated Lane would increase the vehicle capacity of this segment by reducing the “friction” on through traffic flow caused by intersection operations. The lack of proposed residential neighborhoods to the north of Associated Lane would minimize any impacts these changes would have to either residential quality of life or pedestrian/bicycle circulation in the area.

Associated Lane is also recommended to be extended eastward from its currently proposed alignment, in order to directly connect with Iverson Road. This improvement would further encourage traffic to use Associated Lane instead of Johnson Canyon Road and Fifth Street en route to Highway 101, especially from the Urban Reserve area northeast of the corner of Iverson Road and Johnson Canyon Road.

Access into the Easternmost Urban Reserve Subarea:

Two roadway corridors will become the primary access into the easternmost Urban Reserve subareas – Johnson Canyon Road and Street “B”. The Urban Reserve area at the northeast corner of the Iverson Road/Johnson Canyon Road intersection would be best served through the westward extension of Street “B” and the two parallel collector streets to the south. Connections to Johnson Canyon Road should be minimized.

Highway 101 – Greater Gonzales Area:

Highway 101 would operate deficiently throughout much of the city, as well as immediately north and south of Gonzales, with buildout of both the Urban Growth Area and the Urban Reserve. Widening of the freeway to six lanes south of N. Alta Street-Old Stage Road-Associated Lane and eight lanes north of the same interchange would be required to achieve acceptable freeway operations at buildout of both the Urban Growth Area and the Urban Reserve. Note that this level of improvement is identical to that at both 1) the Year 2050 with buildout of the current Gonzales General Plan; and 2) buildout of the Urban Growth Area; therefore, buildout of both the Urban Growth Area and Urban Reserve would only represent a cumulative project impact.

Highway 101 – Regional Operations:

Traffic from the buildout of the General Plan would continue to impact the deficiently-operating segments between Greenfield and Prunedale. Widening and improving Highway 101 would be a regional improvement; the Transportation Agency for Monterey County (TAMC) would be the agency responsible for its implementation. Payment of the TAMC regional traffic impact fee by each future development within Gonzales would mitigate the regional impact of the General Plan as a whole.

Highway 101 – Interchange Operations:

Most of the freeway on- and off-ramps at all three interchanges with Highway 101 in Gonzales would all operate acceptably as one-lane ramps (plus any necessary additional lanes required at their intersections with city streets). The potential exceptions would be the northbound on-ramp and southbound off-ramp at the Highway 101/Fifth Street interchange. The recommended restriction of Fifth Street to four lanes east of Highway 101 would moderate the volumes on these two ramps by causing traffic to divert to other interchanges within the city, thereby eliminating the need for widening of these ramps.

As under buildout of just the Urban Growth Area, the three interchanges within Gonzales – North Alta Street-Old Stage Road-Associated Lane, Fifth Street, and South Alta Street-Gloria Road – would need to be reconfigured in order to accommodate the additional traffic from buildout of the Urban Growth Area and Urban Reserve. A Project Study Report (PSR) is currently in progress for the South Alta Street-Gloria Road interchange, and PSRs should also be performed for the other two interchanges. The most challenging interchange to reconstruct would be the Fifth Street interchange, due to the limited ability to increase the overall footprint of the interchange.

6. Intersection Operations

Several intersections will need to be signalized (when warranted) to keep traffic moving freely and maintain vehicle safety. These include most arterial-arterial and arterial-collector intersections. In addition, the on- and off-ramps at Fifth Street and US 101 will eventually require signals. The signals will need to be synchronized to avoid delays. Phase III of the California Breeze subdivision includes provisions to signalize the southbound traffic ramp to Highway 101 to mitigate traffic impacts associated with the subdivision. Signals will also be required at the Highway 101/South Alta Street-Gloria Road and Highway 101/North Gloria Road-Old Stage Road-Associated Road interchanges.

All-way stop control may be required at many collector-collector intersections (when warranted).

Note that roundabouts would be a valid alternative to signalization or all-way stop control. Roundabouts should be considered for implementation at arterial-arterial, arterial-collector, and collector-collector intersections. The primary benefits of roundabouts are that they require lower travel speeds

and have fewer potential points of vehicle conflict than at a standard intersection (thereby promoting safety) and have a higher capacity than a signalized or all-way stop controlled intersection.

7. Alternatives to Vehicle Travel

In order to mitigate impacts to roadways, air quality, greenhouse gas emissions, and noise, it is recommended that the City of Gonzales implement methods to help reduce personal vehicle travel. This can be accomplished in three ways – 1) Land use planning; 2) provisions for pedestrian and bicycle circulation; and 3) Transportation Systems Management. Each is described below.

Land Use Planning:

The Land Use Plan within the 2010 General Plan Update incorporates mixed-use elements that will encourage walking and biking to various destinations within the city. Neighborhood shopping areas are sprinkled throughout areas east of Highway 101 in easy walking distance from residential areas. Industrial and commercial areas are generally grouped together, in order to minimize the traveled distance for linked trips (i.e. workers traveling to shopping areas either en route to work or when returning home). The industrial areas are also located relatively close to residential areas, allowing some residents to work close to home and potentially walk or bike to work. The density of residential development will also be conducive to future transit routes throughout the eastern portion of the city, thereby allowing residents to use transit versus drive to their destinations. Finally, a system of neighborhood parks and greenbelt areas will encourage walking and bicycling for recreation, to shopping areas, and to work.

Circulation Connectivity:

Connectivity refers to the relative ease in which a person or vehicle can travel between two distinct locations. Street networks with a higher level of connectivity provide shorter and more direct routes between more pairs of locations than those with lesser levels of connectivity. A street network with high connectivity is conducive to fewer vehicle miles traveled, reduced vehicle usage, and increased walking and bicycling.

The 2010 Gonzales General Plan update requires that a connectivity analysis be performed as part of the city staff review of all future specific plans. This will ensure that the future street networks within the specific plan areas will reduce travel time, reduce traffic congestion, and improve walkability. The net effect of the results would be a reduction in overall fuel consumption, reduced overall vehicle emissions, and improved air quality within the city.

Pedestrian and Bicycle Circulation

It is recommended that provisions for bicycles and pedestrians be incorporated into the design and construction of all new roadways in Gonzales. Because the City is relatively flat and the streets are wide, the use of bicycles should be promoted not just for recreation, but as a viable means of travel to work, school, shopping, and other local destinations. The circulation plan calls for a network of Class I and Class II bicycle facilities

throughout the eastern portion of the city, including along Street “A” and Johnson Canyon Road. Better provisions for bicycle storage and parking are recommended at major destinations like downtown Gonzales and the City parks and could be considered at major employers in the city. A continuous system of sidewalks is also recommended for the City, with shade trees planted to make pedestrian travel more comfortable and crosswalks used where needed to improve pedestrian safety.

Transportation Systems Management

Transportation Systems Management, or TSM, refers to measures which reduce peak period auto traffic by making more efficient use of existing resources. It includes programs like ridesharing, public transit, dial-a-ride, vanpooling, carpool lanes, and synchronizing of traffic signals to keep traffic flowing. of the City has a voluntary employer trip reduction program with overall goals of 1.3 percent per year trip reduction, 1.35 average persons per vehicle, and a sixty percent (60%) drive alone rate.

While most TSM programs require a larger population and employment base than what exists in Gonzales, the proposed future growth within 2010 General Plan Update would allow the City to successfully implement TSM policies within the City. The following TSM policies are recommended for implementation within the City, in conjunction with the State of California, AMBAG, TAMC, Monterey-Salinas Transit, and other local agencies and organizations:

- Future construction of park-and-ride lots for carpooling².
- Improved County dial-a-ride service.
- Working with Monterey-Salinas Transit and other transportation agencies to create both local transit service within Gonzales and regional express bus service between the cities and communities within the greater Salinas Valley, when the need arises.
- Incentives for businesses to encourage carpooling, transit, and non-motorized travel to and from work.
- Development of a city-wide bicycle and sidewalk network.
- Requirements that new developments include pedestrian- and bicycle-friendly amenities, like internal walkways and bicycle storage facilities.

It should be noted that many of the attributes of the aforementioned Land Use Plan incorporate TSM qualities, such as placing neighborhood commercial areas within walking distance of residences.

² The City presently has designated a Park and Ride Area across Fifth Street from the Gonzales Shopping Center and can require park-and-ride facilities within certain types of new development under its Trip Reduction Ordinance.

8. Cumulative Impacts

The City of Gonzales General Plan defines the allowed development growth within the official growth areas (i.e. Urban Growth Areas and Urban Reserve). The future population and job growth within Gonzales, as documented within this report, thereby represents all of the future growth within the City. However, growth would also occur regionally, in both unincorporated Monterey County and the adjacent cities within the Salinas Valley. Most of this projected regional growth is already captured in this analysis through the use of the AMBAG traffic demand model forecasts, which quantifies the potential traffic generation of that growth.

Future growth is also anticipated to occur well beyond the AMBAG forecast years. Quantification of that growth is highly speculative, due to the large distance in time and the inability to know what policy changes in growth would be imposed by future local governments (either intensifications or restrictions in future development). However, the majority of this regional growth would affect the regional roadways in and around Gonzales, primarily Highway 101. While this analysis does include Year 2050 forecasts for Highway 101 in Gonzales, said forecasts extend out to the limits of where future forecasts can realistically represent future volumes and operations.

The proposed street system within the General Plan, including the Urban Growth Areas and Urban Reserve, would be able to accommodate the additional regional traffic growth with the implementation of the recommended roadway widths and classifications. Widening of Highway 101 would continue to be necessary throughout much of Monterey County. Widening and improving Highway 101 would be a regional improvement; the Transportation Agency for Monterey County (TAMC) would be the agency responsible for its implementation. Payment of the TAMC regional traffic impact fee by each future development within Gonzales would mitigate the cumulative regional impact of the General Plan as a whole.

9. Conclusion

In summary, buildout of the 2010 General Plan update for the City of Gonzales will result in some deficient roadways. One key roadway – Fifth Street – cannot be fully mitigated by implementing improvements to itself. Instead, improvements to other current and future roadway corridors are recommended, in order to not only handle future traffic growth, but also accommodate diverted traffic from the Fifth Street corridor. The Land Use and Circulation Plans also will help to reduce overall traffic generation at the city's buildout, through their placement of various land uses in proximity to each other, as well as the provision for new pedestrian and bicycle facilities throughout the eastern portion of the city. Finally, various Transportation System Management policies can be implemented (some of which are already incorporated into the Land Use Plan), in order to encourage use of non-motorized methods of transportation, as well as transit.



If you have any questions regarding this letter, please contact me at your convenience.
Thank you for the opportunity to assist you with this project.

Very truly yours,

Hatch Mott MacDonald

A handwritten signature in black ink, appearing to read "Keith B. Higgins", with a long horizontal flourish extending to the right.

Keith B. Higgins, CE, TE
Keith.Higgins@hatchmott.com
T 408.848.3122 F 408.848.2202

kbh:jmw

STREET SEGMENT	DESCRIPTION	EXISTING		1996 GENERAL PLAN		2010 GENERAL PLAN			
		ADT VOL	FC-LOS	ADT VOL	FC-LOS	ADT VOL	FC-LOS	RECOMMENDED FUNCTIONAL CLASSIFICATION	FC-LOS WITH RECOMMENDED CLASSIFICATION
1. ALTA STREET									
a. Gloria Rd - Gonzales River Rd	2 Lane Arterial	4,060	3-A	5,800	3-A	5,329	3-A	Two-Lane Arterial	3-A
b. Gonzales River Rd - 5th St	2 Lane Arterial	5,200	3-A	8,150	3-A	4,064	3-A	Two-Lane Arterial	3-A
c. 5th St - Associated Lane	2 Lane Arterial	5,480	3-A	7,580	3-A	5,649	3-A	Two-Lane Arterial	3-A
2. ASSOCIATED LANE									
a. Old Stage Rd - Fanoe Rd	2 Lane Rural	N.A.	2R-A	1,500	2R-A	10,688	3-A	Four-Lane Divided Arterial	5-A^
b. Fanoe Rd - Street A	2 Lane Rural	N.A.	2R-A	N.A.	2R-A	5,581	3-A	Four-Lane Divided Arterial	5-A^
c. Street A - Street B	2 Lane Rural	N.A.	2R-A	N.A.	2R-A	3,494	3-A	Two-Lane Divided Arterial	3-A
3. FIFTH STREET/JOHNSON CANYON ROAD									
a. Alta St - Rincon Rd	2 Lane Arterial	3,390	3-A	4,260	3-A	5,754	3-A	Two-Lane Arterial	3-A
b. Rincon Rd - 101 SB Ramps	2 Lane Arterial	7,070	3-A	8,280	3-A	15,473	3-D	Four-Lane Divided Arterial	5-A
c. 101 NB Ramps - Fanoe Rd	4 Lane Divided Arterial	10,160	5-A	14,880	5-A	33,924	5-E	Four-Lane Divided Arterial	5-E*
d. Fanoe Rd - Street A	2 Lane Rural	1,600	2R-A	1,740	2R-A	21,304	3-F	Four-Lane Divided Arterial	5-A
e. Street A - Iverson Rd	2 Lane Rural	1,600	2R-A	1,740	2R-A	476	3-A	Two-Lane Divided Arterial	3-A
f. East of Iverson Rd	2 Lane Rural	1,600	2R-A	1,740	2R-A	363	3-A	Two-Lane Arterial	3-A
4. GLORIA ROAD									
a. Hwy 101 NB-Ramp - Herold Pkwy Ext	2 Lane Rural	1,100	2R-A	7,100	2R-A	11,589	3-B	Four-Lane Divided Arterial	5-A^
b. Herold Pkwy Ext - Street A	2 Lane Rural	1,100	2R-A	900	2R-A	8,224	3-A	Four-Lane Divided Arterial	5-A^
c. Street A - Iverson Road	2 Lane Rural	1,100	2R-A	900	2R-A	2,846	3-A	Two-Lane Arterial	3-A
d. East of Iverson	2 Lane Rural	860	2R-A	900	2R-A	900	2R-A	Two-Lane Rural Highway	2R-A
5. GONZALES RIVER ROAD									
a. West of S.Alta Street	2 Lane Rural	2,500	2R-A	-	-	2,480	3-A	Two-Lane Arterial	3-A
6. HIGHWAY 101									
a. South of Gloria Rd	4 Lane Freeway	43,600	4F-A	49,750	4F-A	77,345	4F-E	Six-Lane Freeway	6F-C
b. Gloria Rd - Fifth St	4 Lane Freeway	42,300	4F-A	47,200	4F-A	74,579	4F-C	Six-Lane Freeway	6F-C~
c. Fifth St - Alta St	4 Lane Freeway	40,500	4F-A	51,000	4F-A	88,120	4F-F	Six-Lane Freeway	6F-C
d. North of Alta St	4 Lane Freeway	43,000	4F-A	57,650	4F-B	94,840	4F-F	Eight-Lane Freeway	8F-C
7. HEROLD PARKWAY / FANOE ROAD									
a. North of Gloria Rd	Future	-	-	3,530	2-A	7,758	3-A	Four-Lane Divided Arterial	5-A^
b. South of Johnson Canyon Rd	2 Lane Collector	3,530	2-A	6,360	2-A	10,806	3-A	Four-Lane Divided Arterial	5-A^
c. Johnson Canyon Rd - Street B	2 Lane Collector	5,350	2-A	6,480	2-A	13,827	3-C	Four-Lane Divided Arterial	5-A^
d. Street B - Associated Ln	2 Lane Collector	5,350	2-A	6,480	2-A	9,568	3-A	Four-Lane Divided Arterial	5-A^
8. IVERSON ROAD									
a. North of Gloria Rd	2 Lane Rural	460	2R-A	-	-	322	3-A	Two-Lane Arterial	3-A
b. South of Johnson Canyon Rd	2 Lane Rural	460	2R-A	-	-	928	3-A	Two-Lane Arterial	3-A
c. North of Johnson Canyon Rd	2 Lane Rural	600	2R-A	-	-	686	3-A	Two-Lane Arterial	3-A
d. South of Associated Ln	2 Lane Rural	600	2R-A	-	-	1,511	3-A	Two-Lane Arterial	3-A
9. STREET A									
a. North of Gloria Rd	Future	-	-	-	-	2,549	3-A	Two-Lane Arterial	3-A
b. South of Johnson Canyon Rd	Future	-	-	-	-	8,053	3-A	Two-Lane Arterial	3-A
c. Johnson Canyon Rd - Street B	Future	-	-	-	-	9,306	3-A	Two-Lane Arterial	3-A
10. STREET B									
a. Fanoe to Street A	Future	-	-	-	-	1,943	3-A	Two-Lane Arterial	3-A
b. Street A to Associated Ln	Future	-	-	-	-	3,669	3-A	Two-Lane Arterial	3-A
c. Associated Ln to Iverson Rd	Future	-	-	-	-	3,582	3-A	Two-Lane Arterial	3-A
11. HIGHWAY 101/GLORIA ROAD INTERCHANGE									
a. Northbound off ramp	1 Lane Ramp	1,670	1D-A	3,590	1D-A	4,711	1D-A	One-Lane Ramp	1D-A
b. Northbound on ramp	1 Lane Ramp	510	1D-A	2,570	1D-A	3,776	1D-A	One-Lane Ramp	1D-A
c. Southbound off ramp	1 Lane Ramp	280	1L-A	1,910	1L-A	1,568	1L-A	One-Lane Ramp	1L-A
d. Southbound on ramp	1 Lane Ramp	1,670	1D-A	4,290	1D-A	3,399	1D-A	One-Lane Ramp	1D-A
12. HIGHWAY 101/FIFTH STREET INTERCHANGE									
a. Northbound off ramp	1 Lane Ramp	1,820	1D-A	2,100	1D-A	4,663	1D-A	One-Lane Ramp	1D-A
b. Northbound on ramp	1 Lane Ramp	2,060	1D-A	3,250	1D-A	10,652	1D-A	One-Lane Ramp	1D-A
c. Southbound off ramp	1 Lane Ramp	2,430	1D-C	4,460	1D-C	12,973	1D-C	One-Lane Ramp	1D-C
d. Southbound on ramp	1 Lane Ramp	1,960	1D-A	2,070	1D-A	5,424	1D-A	One-Lane Ramp	1D-A
13. HIGHWAY 101/ALTA STREET INTERCHANGE									
a. Northbound off ramp	1 Lane Ramp	400	1L-A	500	1L-A	2,467	1L-A	One-Lane Ramp	1L-A
b. Northbound on ramp	1 Lane Ramp	1,920	1D-A	5,550	1D-A	5,994	1D-A	One-Lane Ramp	1D-A
c. Southbound off ramp	1 Lane Ramp	2,460	1D-A	5,400	1D-A	4,550	1D-A	One-Lane Ramp	1D-A
d. Southbound on ramp	1 Lane Ramp	810	1D-A	1,100	1D-A	1,358	1D-A	One-Lane Ramp	1D-A

NOTES:

- LOS - Level of Service based on threshold volumes tabulated in Appendix A.
- FC - Functional Classification
- 1D - 1 lane freeway diamond ramp; 1L - 1 lane freeway loop/hook ramp
2 - 2 lane collector street
2R - 2 lane rural highway
3 - 2 lane arterial (1 lane in each direction with a separate left turn lane at major intersections for a total of 3 lanes.)
5 - 4 lane arterial (2 lanes in each direction with a separate left turn lane at major intersections for a total of 5 lanes.)
4F - 4 lane freeway, 6F - 6 lane freeway, 8F - 8 lane freeway
- The existing and future volumes are the average daily traffic (ADT) volumes. The ADT volume for the existing conditions were approximated by multiplying the PM peak hour volumes by a factor of 10, or are cited from either *Monterey County Public Works Annual Average Daily Traffic*, 2008, or Caltrans ramp counts conducted in 2006 and posted on the Caltrans internet web site (www.dot.ca.gov).
- *= Existing development limits ability to upgrade roadway beyond a four-lane arterial.
^= Recommended roadway classification meant to attract away from corridors that cannot be upgraded.
~= Recommended roadway classification due to anticipated use of corridor by heavy vehicles.
~-= Recommended roadway classification meant for continuity with other improvements to corridor.

**EXHIBIT 1
STREET SEGMENT
AVERAGE DAILY TRAFFIC VOLUMES
AND LEVELS OF SERVICE
(URBAN GROWTH AREA)**

Street Segment	Description	Existing			Year 2030 ²				Year 2050 ³				Year 2050 + Urban Growth Area				Year 2050 + Urban Growth Area + Urban Reserve			
		ADT Vol	LOS	Improvement	ADT Vol	LOS	Improvement	LOS w/ Impr.	ADT Vol	LOS	Improvement	LOS w/ Impr.	ADT Vol	LOS	Improvement	LOS w/ Impr.	ADT Vol	LOS	Improvement	LOS w/ Impr.
Highway 101, South of Gloria	4 Lane Freeway	43,600	A	N/R	70,098	D	Widen to 6 lanes	C	86,805	F	Widen to 6 lanes	C	77,345	E	Widen to 6 lanes	C	68,631	D	Widen to 6 lanes	C
Highway 101, Fifth to Gloria	4 Lane Freeway	42,300	A	N/R	65,588	D	Widen to 6 lanes	C	82,295	F	Widen to 6 lanes	C	74,579	D	Widen to 6 lanes	C	66,827	D	Widen to 6 lanes	C
Highway 101, N. Alta-Old Stage-Associated to Fifth	4 Lane Freeway	40,500	A	N/R	69,108	D	Widen to 6 lanes	C	85,815	F	Widen to 6 lanes	C	88,120	F	Widen to 6 lanes	C	86,277	F	Widen to 6 lanes	C
Highway 101, North of N. Alta-Old Stage-Associated	4 Lane Freeway	43,000	A	N/R	78,408	E	Widen to 6 lanes	C	95,115	F	Widen to 8 lanes	C	94,840	F	Widen to 8 lanes	C	100,443	F	Widen to 8 lanes	C

Notes:

1. N/R = None Required -- operations under this scenario do not require improvements
2. Year 2030 volumes includes buildout of current Gonzales General Plan, adopted in 1996.
3. Year 2050 volumes projected by extending growth rate of through freeway traffic volumes by an additional 20 years.
This "growth rate" (835.3 daily vehicles per year) was derived from the AMBAG traffic demand model forecasts utilized in forecasting Year 2030 volumes.

ROADWAY SEGMENT	ROADWAY CLASSIFICATION	LOS E CAPACITY	2030 BASE LINE		
			ADT	V/C RATIO	LOS
US Highway 101					
County Border to Crazy Horse Canyon Rd.	4-Lane Uninterrupted Flow Highway	64,200	67,009	1.044	F
Crazy Horse Canyon Rd. to San Miguel Canyon	4-Lane Uninterrupted Flow Highway	64,200	58,672	0.914	E
San Miguel Canyon Rd. to SR-156	4-Lane Uninterrupted Flow Highway	64,200	75,258	1.172	F
SR-156 to Pesante Rd.	4-Lane Uninterrupted Flow Highway	64,200	67,533	1.052	F
Pesante Rd. to Espinosa Rd.	4-Lane Uninterrupted Flow Highway	64,200	70,734	1.102	F
Espinosa Rd. to E Boronda Rd.	4-Lane Uninterrupted Flow Highway	64,200	74,981	1.168	F
E Boronda Rd. to W Laurel Dr.	4-Lane Freeway	69,100	74,999	1.085	F
W Laurel Dr. to N Main St.	4-Lane Freeway	69,100	74,106	1.072	F
N Main St. to E Market St.	4-Lane Freeway	69,100	85,228	1.233	F
E Market St. to John St.	4-Lane Freeway	69,100	81,038	1.173	F
John St. to S Sanborn Rd.	4-Lane Freeway	69,100	86,922	1.258	F
S Sanborn Rd. to Airport Blvd.	4-Lane Freeway	69,100	88,239	1.277	F
Airport Blvd. to Abbott St.	4-Lane Freeway	69,100	64,262	0.93	E
Abbott St. to Spence Rd.	4-Lane Uninterrupted Flow Highway	64,200	89,284	1.391	F
Spence Rd. to Chualar Rd.	4-Lane Uninterrupted Flow Highway	64,200	88,205	1.374	F
Camphora Rd. to Moranda Rd.	4-Lane Uninterrupted Flow Highway	64,200	72,495	1.129	F
Moranda Rd. to Front St.	4-Lane Uninterrupted Flow Highway	64,200	72,495	1.129	F
Front St. to Arroyo Seco Rd.	4-Lane Uninterrupted Flow Highway	64,200	49,849	0.776	D
Arroyo Seco Rd. to El Camino Real	4-Lane Uninterrupted Flow Highway	64,200	49,983	0.779	D
El Camino Real to Oak Ave.	4-Lane Uninterrupted Flow Highway	64,200	46,918	0.731	D
Oak Ave. to Patricia Ln.	4-Lane Uninterrupted Flow Highway	64,200	32,572	0.507	C
Patricia Ln. to Central Ave.	4-Lane Uninterrupted Flow Highway	64,200	31,294	0.487	C
Central Ave. to Jolon Rd.	4-Lane Uninterrupted Flow Highway	64,200	35,118	0.547	C
Jolon Rd. to Broadway St.	4-Lane Freeway	69,100	36,826	0.533	B
Broadway St. to S 1st St.	4-Lane Freeway	69,100	30,404	0.44	B
S 1st St. to Wildhorse Rd.	4-Lane Freeway	69,100	27,675	0.401	B
Wildhorse Rd. to SR-198	4-Lane Freeway	69,100	27,635	0.4	B
SR-198 to Lockwood San Lucas Rd.	4-Lane Freeway	69,100	25,226	0.365	B
Lockwood San Lucas Rd. to Cattlemen Rd.	4-Lane Freeway	69,100	25,934	0.375	B
Cattlemen Rd. to Los Lobos Rd.	4-Lane Freeway	69,100	27,031	0.391	B
Los Lobos Rd. to Alvarado Rd.	4-Lane Freeway	69,100	27,031	0.391	B
Alvarado Rd. to Jolon Rd.	4-Lane Freeway	69,100	27,031	0.391	B
Jolon Rd. to Bradley Rd. (exit 251)	4-Lane Freeway	69,100	36,518	0.528	B
Bradley Rd. to Bradley Rd. (exit 245)	4-Lane Freeway	69,100	38,175	0.552	B
Bradley Rd. to County Border	4-Lane Freeway	69,100	40,606	0.588	C

Notes:

1. Data Source: *Regional Impact Fee Nexus Study Update*, Kimley-Horn and Associates, March 26, 2008
2. Source document excludes study segments within the greater Gonzales area.
3. Volumes include buildout of the current (i.e. 1996) Gonzales General Plan.

EXHIBIT 3
Year 2030 Volumes along Highway 101
in Monterey County

STREET SEGMENT	DESCRIPTION	EXISTING		2010 GENERAL PLAN		2010 GENERAL PLAN + URBAN RESERVE			
		ADT VOL	FC-LOS	ADT VOL	FC-LOS	ADT VOL	FC-LOS	RECOMMENDED FUNCTIONAL CLASSIFICATION	FC-LOS WITH RECOMMENDED CLASSIFICATION
1 ALTA STREET									
a. Gloria Rd - Gonzales River Rd	2 Lane Arterial	4,060	3-A	5,329	3-A	4,318	3-A	Two-Lane Arterial	3-A
b. Gonzales River Rd - 5th St	2 Lane Arterial	5,200	3-A	4,064	3-A	2,998	3-A	Two-Lane Arterial	3-A
c. 5th St - Associated Lane	2 Lane Arterial	5,480	3-A	5,649	3-A	3,717	3-A	Two-Lane Arterial	3-A
2. ASSOCIATED LANE									
a. Old Stage Rd - Fanoe Rd	2 Lane Rural	1,500	2R-A	10,688	3-A	31,838	3-F	Four-Lane Expressway	4E-C
b. Fanoe Rd - Street A	2 Lane Rural	N.A.	2R-A	5,581	3-A	18,271	3-F	Four-Lane Divided Arterial	5-A
c. Street A - Street B	2 Lane Rural	N.A.	2R-A	3,494	3-A	16,127	3-E	Four-Lane Divided Arterial	5-A
3. FIFTH STREET/JOHNSON CANYON ROAD									
a. Alta St - Rincon Rd	2 Lane Arterial	3,390	3-A	5,754	3-A	6,019	3-A	Two-Lane Arterial	3-A
b. Rincon Rd - 101 SB Ramps	2 Lane Arterial	7,070	3-A	15,473	3-D	16,584	3-E	Four-Lane Divided Arterial	5-A
c. 101 NB Ramps - Fanoe Rd	4 Lane Divided Arterial	10,160	5-A	33,924	5-E	42,339	5-F	Four-Lane Divided Arterial	5-F
d. Fanoe Rd - Street A	2 Lane Rural	1,600	2R-A	21,304	3-F	33,784	3-F	Four-Lane Divided Arterial	5-E*
e. Street A - Iverson Rd	2 Lane Rural	1,600	2R-A	476	3-A	17,965	3-E	Four-Lane Divided Arterial	5-A
f. East of Iverson Rd	2 Lane Rural	1,600	2R-A	363	3-A	4,482	3-A	Two-Lane Arterial	3-A
4. GLORIA ROAD									
a. Hwy 101 NB-Ramp - Herold Pkwy Ext	2 Lane Rural	1,100	2R-A	11,589	3-B	12,836	3-C	Four-Lane Divided Arterial	5-A^
b. Herold Pkwy Ext - Street A	2 Lane Rural	1,100	2R-A	8,224	3-A	7,652	3-A	Four-Lane Divided Arterial	5-A^
e. Street A - Iverson Road	2 Lane Rural	1,100	2R-A	2,846	3-A	2,838	3-A	Two-Lane Arterial	3-A
f. East of Iverson	2 Lane Rural	860	2R-A	900	2R-A	950	2R-A	Two-Lane Rural Highway	2R-A
5. GONZALES RIVER ROAD									
a. West of S.Alta Street	2 Lane Rural	2,500	2R-A	2,480	3-A	3,599	3-A	Two-Lane Arterial	3-A
6. HIGHWAY 101									
a. South of Gloria Rd	4 Lane Freeway	43,600	4F-A	77,345	4F-E	68,631	4F-D	Six-Lane Freeway	6F-C
b. Gloria Rd - Fifth St	4 Lane Freeway	42,300	4F-A	74,579	4F-C	66,827	4F-D	Six-Lane Freeway	6F-C
c. Fifth St - Alta St	4 Lane Freeway	40,500	4F-A	88,120	4F-F	86,277	4F-F	Six-Lane Freeway	6F-C
d. North of Alta St	4 Lane Freeway	43,000	4F-A	94,840	4F-F	100,443	4F-F	Eight-Lane Freeway	8F-C
7. HEROLD PARKWAY / FANOE ROAD									
a. North of Gloria Rd	Future	-	-	7,758	3-A	10,627	3-A	Four-Lane Divided Arterial	5-A^
b. South of Johnson Canyon Rd	2 Lane Collector	3,530	2-A	10,806	3-A	16,186	3-E	Four-Lane Divided Arterial	5-A
c. Johnson Canyon Rd - Street B	2 Lane Collector	5,350	2-A	13,827	3-C	20,621	3-F	Four-Lane Divided Arterial	5-A
d. Street B - Associated Ln	2 Lane Collector	5,350	2-A	9,568	3-A	20,421	3-F	Four-Lane Divided Arterial	5-A
8. IVERSON ROAD									
a. North of Gloria Rd	2 Lane Rural	460	2R-A	322	3-A	4,056	3-A	Two-Lane Arterial	3-A
b. South of Johnson Canyon Rd	2 Lane Rural	460	2R-A	928	3-A	4,448	3-A	Two-Lane Arterial	3-A
c. North of Johnson Canyon Rd	2 Lane Rural	600	2R-A	686	3-A	12,806	3-C	Two-Lane Arterial	3-C
d. South of Associated Ln	2 Lane Rural	600	2R-A	1,511	3-A	9,938	3-A	Two-Lane Arterial	3-A
9. STREET A									
a. North of Gloria Rd	Future	-	-	2,549	3-A	3,111	3-A	Two-Lane Arterial	3-A
b. South of Johnson Canyon Rd	Future	-	-	8,053	3-A	13,159	3-C	Two-Lane Arterial	3-C
c. Johnson Canyon Rd - Street B	Future	-	-	9,306	3-A	5,592	3-A	Two-Lane Arterial	3-A
10. STREET B									
a. Fanoe to Street A	Future	-	-	1,943	3-A	2,348	3-A	Two-Lane Arterial	3-A
b. Street A to Associated Ln	Future	-	-	3,669	3-A	2,379	3-A	Two-Lane Arterial	3-A
c. Associated Ln to Iverson Rd	Future	-	-	3,582	3-A	2,540	3-A	Two-Lane Arterial	3-A
11. HIGHWAY 101/GLORIA ROAD INTERCHANGE									
a. Northbound off ramp	1 Lane Ramp	1,670	1D-A	4,711	1D-A	4,171	1D-A	One-Lane Ramp	1D-A
b. Northbound on ramp	1 Lane Ramp	510	1D-A	3,776	1D-E	4,550	1D-A	One-Lane Ramp	1D-E
c. Southbound off ramp	1 Lane Ramp	280	1L-A	1,568	1D-F	1,568	1L-A	One-Lane Ramp	1D-F
d. Southbound on ramp	1 Lane Ramp	1,670	1D-A	3,399	1D-A	3,751	1D-A	One-Lane Ramp	1D-A
12. HIGHWAY 101/FIFTH STREET INTERCHANGE									
a. Northbound off ramp	1 Lane Ramp	1,820	1D-A	4,663	1D-A	6,072	1D-A	One-Lane Ramp	1D-A
b. Northbound on ramp	1 Lane Ramp	2,060	1D-A	10,652	1D-A	14,830	1D-D	One-Lane Ramp	1D-A
c. Southbound off ramp	1 Lane Ramp	2,430	1D-C	12,973	1D-C	15,957	1D-D	One-Lane Ramp	1D-C
d. Southbound on ramp	1 Lane Ramp	1,960	1D-A	5,424	1D-A	5,535	1D-A	One-Lane Ramp	1D-A
13. HIGHWAY 101/ALTA STREET INTERCHANGE									
a. Northbound off ramp	1 Lane Ramp	400	1L-A	2,467	1L-A	4,385	1L-A	One-Lane Ramp	1L-A
b. Northbound on ramp	1 Lane Ramp	1,920	1D-A	5,994	1D-A	11,096	1D-B	One-Lane Ramp	1D-A
c. Southbound off ramp	1 Lane Ramp	2,460	1D-A	4,550	1D-A	10,996	1D-A	One-Lane Ramp	1D-A
d. Southbound on ramp	1 Lane Ramp	810	1D-A	1,358	1D-A	3,271	1D-A	One-Lane Ramp	1D-A

NOTES:

- LOS - Level of Service based on threshold volumes tabulated in Appendix A.
- FC - Functional Classification
- 1D - 1 lane freeway diamond ramp; 1L - 1 lane freeway loop/hook ramp
2 - 2 lane collector street
2R - 2 lane rural highway
3 - 2 lane arterial (1 lane in each direction with a separate left turn lane at major intersections for a total of 3 lanes.)
5 - 4 lane arterial (2 lanes in each direction with a separate left turn lane at major intersections for a total of 5 lanes.)
4F - 4 lane freeway, 6F - 6 lane freeway, 8F - 8 lane freeway
- The existing and future volumes are the average daily traffic (ADT) volumes. The ADT volume for the existing conditions were approximated by multiplying the PM peak hour volumes by a factor of 10, or are cited from either *Monterey County Public Works Annual Average Daily Traffic, 2008*, or Caltrans ramp counts conducted in 2006 and posted on the Caltrans internet web site (www.dot.ca.gov).
- *= Existing development limits ability to upgrade roadway beyond a four-lane arterial.
^= Recommended roadway classification meant to attract away from corridors that cannot be upgraded.
"= Recommended roadway classification due to anticipated use of corridor by heavy vehicles.

EXHIBIT 4
STREET SEGMENT
AVERAGE DAILY TRAFFIC VOLUMES
AND LEVELS OF SERVICE
(URBAN GROWTH AREA
AND URBAN RESERVE)

Level of Service Threshold Volumes
for Various Roadway Types –
Total Daily Volumes in Both Directions (ADT)

APPENDIX
LEVEL OF SERVICE THRESHOLD VOLUMES FOR VARIOUS ROADWAY TYPES
TOTAL DAILY VOLUMES IN BOTH DIRECTIONS (ADT)

ROADWAY TYPE	CODE	LOS A	LOS B	LOS C	LOS D	LOS E
10-Lane Freeway	10F	71,000	110,000	154,000	178,000	202,000
8-Lane Freeway	8F	56,000	88,000	124,000	151,000	162,000
6-Lane Freeway	6F	43,000	66,000	94,000	113,000	122,000
8-Lane Expressway	8E	35,000	54,000	75,000	90,000	98,000
6-Lane Expressway	6E	28,000	42,000	56,000	67,000	74,000
4-Lane Freeway	4F	29,000	44,000	63,000	77,000	82,000
8-Lane Divided Arterial (w/ left-turn lane)	9	40,000	47,000	54,000	61,000	68,000
6-Lane Divided Arterial (w/ left-turn lane)	7	32,000	38,000	43,000	49,000	54,000
4-Lane Expressway	4E	18,000	27,000	36,000	45,000	50,000
4-Lane Divided Arterial (w/ left-turn lane)	5	22,000	25,000	29,000	32,500	36,000
4-Lane Undivided Arterial (no left-turn lane)	4	16,000	19,000	22,000	24,000	27,000
2-Lane Rural Highway	2R	4,000	8,000	12,000	17,000	25,000
2-Lane Arterial (w/ left-turn lane)	3	11,000	12,500	14,500	16,000	18,000
2-Lane Collector	2	6,000	7,500	9,000	10,500	12,000
2-Lane Local	1	1,200	1,400	1,600	1,800	2,000
1-Lane Freeway Diamond Ramp	1D	11,000	12,800	14,700	16,500	18,300
2-Lane Freeway Diamond Ramp	2D	22,000	25,600	29,400	33,000	36,600
1-Lane Freeway Loop Ramp	1L	9,000	10,500	12,000	13,500	15,000
2-Lane Freeway Loop Ramp	2L	16,000	18,700	21,300	24,000	26,700

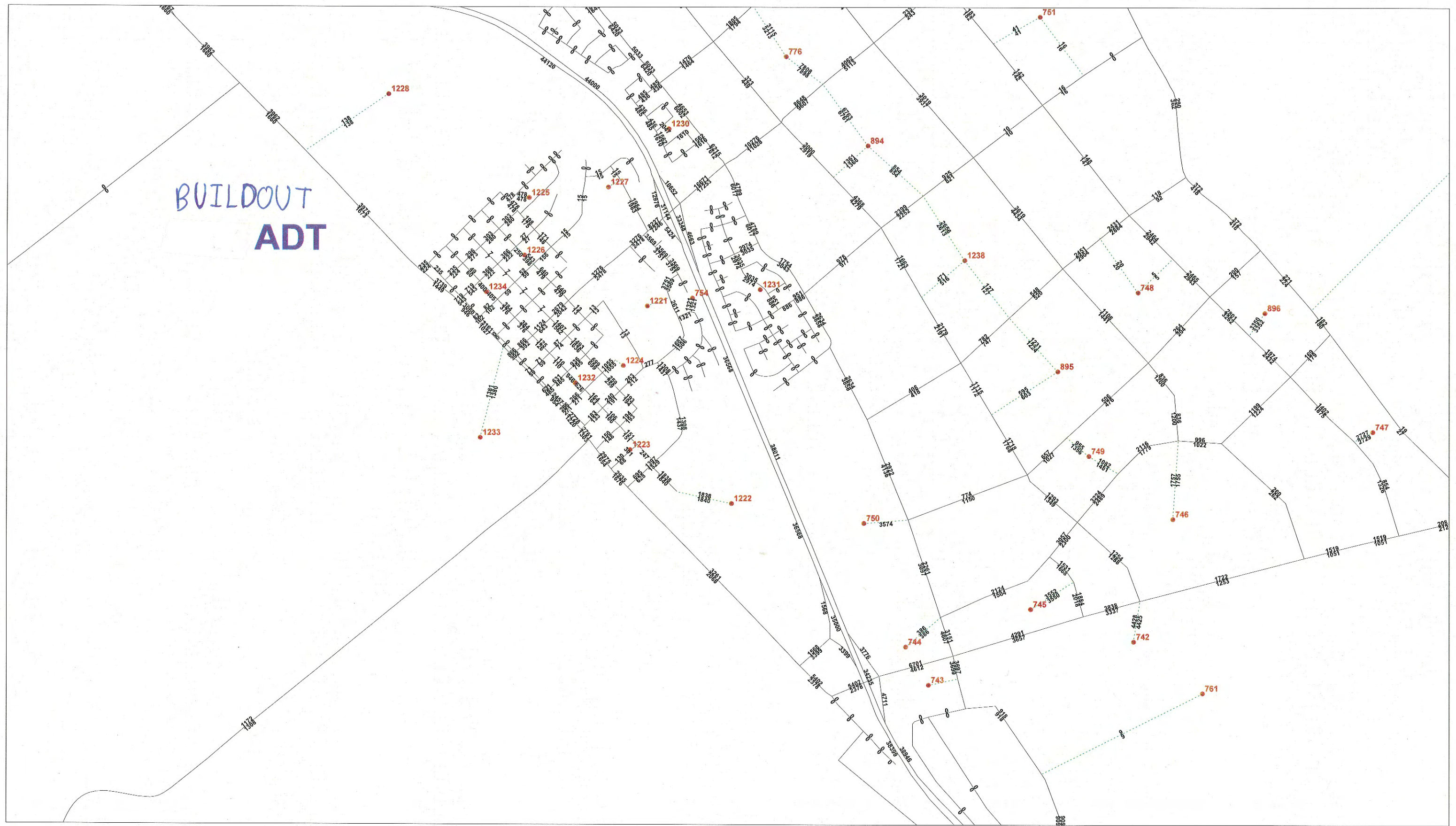
Notes:

- The above threshold volumes for preliminary planning purposes only. If available, the results of detailed level of service analyses will typically have priority over the levels of service derived from this table. In that case this table can be used by the analyst for providing additional considerations for recommending the appropriate general roadway type for the specific condition being analyzed.
- All above facilities assume a 60%/40% peak hour directional split. All above facilities assume peak hour representing approximately 10% of the Average Daily Traffic (ADT), except for mainline freeway facilities, which assume peak hour representing 9% of the Average Daily Traffic (ADT).
- Based on *Highway Capacity Manual*, Transportation Research Board, 2000.
- Freeway thresholds are consistent with conditions utilizing a .95 peak hour factor, with 2% trucks and slightly over a one-mile average interchange spacing.
- Expressways are consistent with the average of a multi-lane highway (with no signals) and Class 1 arterial (with an average signal spacing of 0.8 signals per mile and a .45 G/C ratio).
- Arterial thresholds are consistent with the average of Class 1 and Class 2 arterials with an assumed signal density of two signals per mile. This assumes a divided arterial with left-turn lanes. Thresholds for four-lane undivided arterials assume approximately two-thirds the capacity of a four-lane divided arterial due to the impedance in traffic flow resulting from left-turning vehicles waiting in the inside through lane, thus significantly reducing the capacity of the roadway.
- Rural highways are generally consistent with the *2000 Highway Capacity Manual* rural highway, assuming 8% trucks, 4% RV's, 20% no-passing, and level terrain. The greatest difference is that it assumes a maximum capacity (upper end of LOS E) of 25,000 rather than the 28,000 calculated using the new *Highway Capacity Manual*.
- Two-lane collectors assume approximately three-fourths of the capacity of a two-lane arterial with left-turn lanes. This is based on the assumption that left-turn channelization is not provided on a two-lane collector.
- Local street level of service thresholds are based upon "Neighborhood Traffic Related Quality-of-Life Considerations" which assumes a standard suburban neighborhood, 40-foot roadway width, and 25 mile per hour speed limit with normal speed violation rates.
- Capacities for Diamond Ramps and Loop Ramps may be slightly higher or lower than the planning level capacities indicated above. The *2000 Highway Capacity Manual* (2000 HCM) states that the capacity of a one-lane diamond to be 2,200 vehicles per hour (vph), and 1,800 vph for a small radius loop ramp. Two-lane freeway ramp capacities are estimated in the 2000 HCM to be 4,400vph for a two-lane diamond, and 3,200vph 20 for a two-lane small radius loop. Varying intermediate capacities are provided for incremental conditions between these extremes. Capacities given for each service level assume the same level of service for the adjoining merging roadway as well as level of service being determined by volume-to-capacity and not attainable speed. Level of service will be controlled by freeway level of service if worse than ramp. Mitigations of level of service deficiencies may include the addition of a lane on the freeway ramp, the addition of an auxiliary lane on the freeway mainline, the addition of approach lanes at the ramp junction with the local intersecting street, and/or geometric modifications to improve the efficiency of the ramp itself or its termini. The appropriate mitigation should be determined on a case-by-case basis, considering freeway main line volumes and weaving, the extent that the freeway ramp volume exceeds the above planning thresholds, and the level of service of the ramp intersection with the local street.
- All volumes are approximate and assume ideal roadway characteristics.

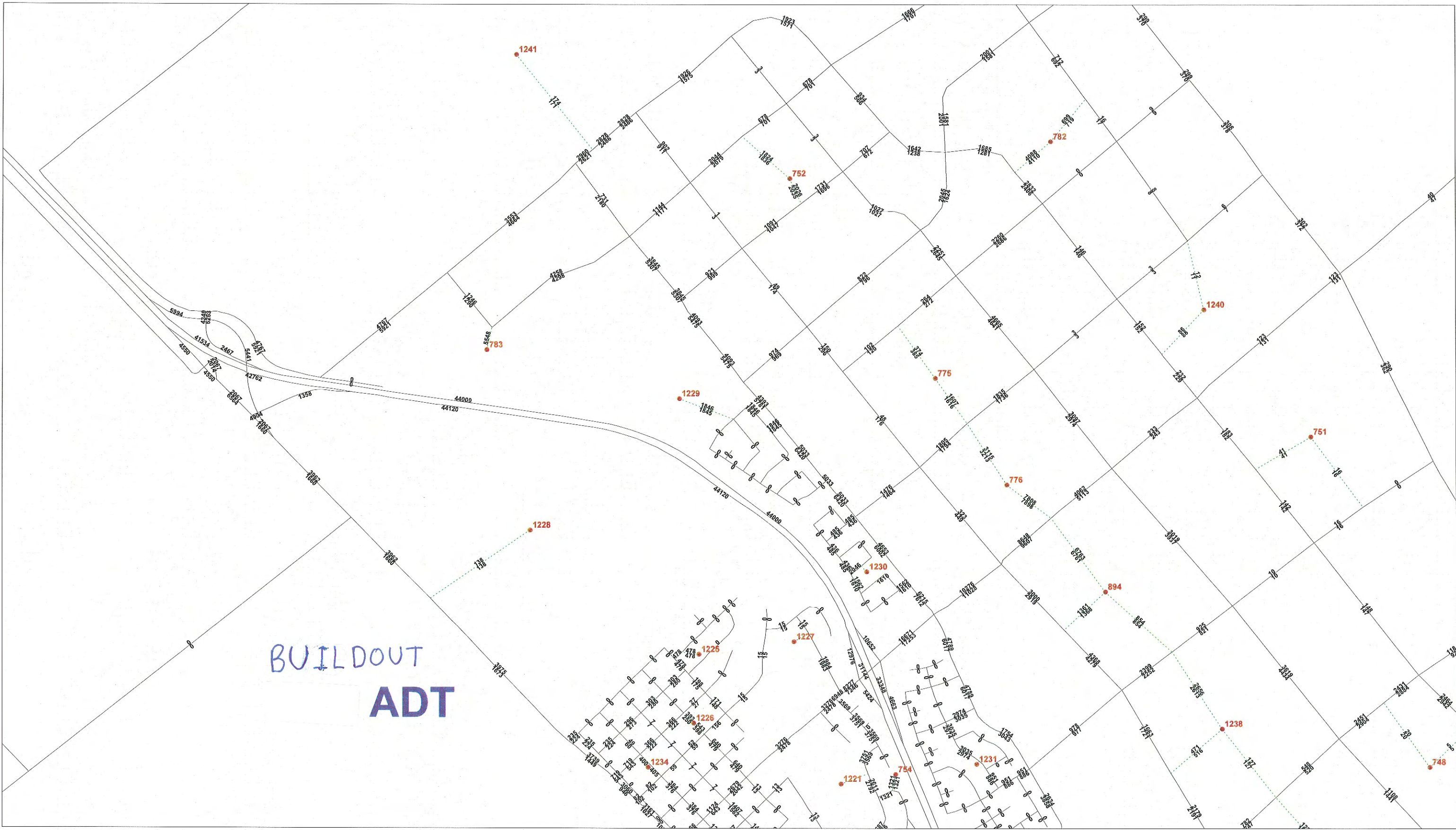
Association of Monterey Bay Area Governments (AMBAG)
Travel Demand Model Outputs

Urban Growth Area only and
Urban Growth Area + Urban Reserve

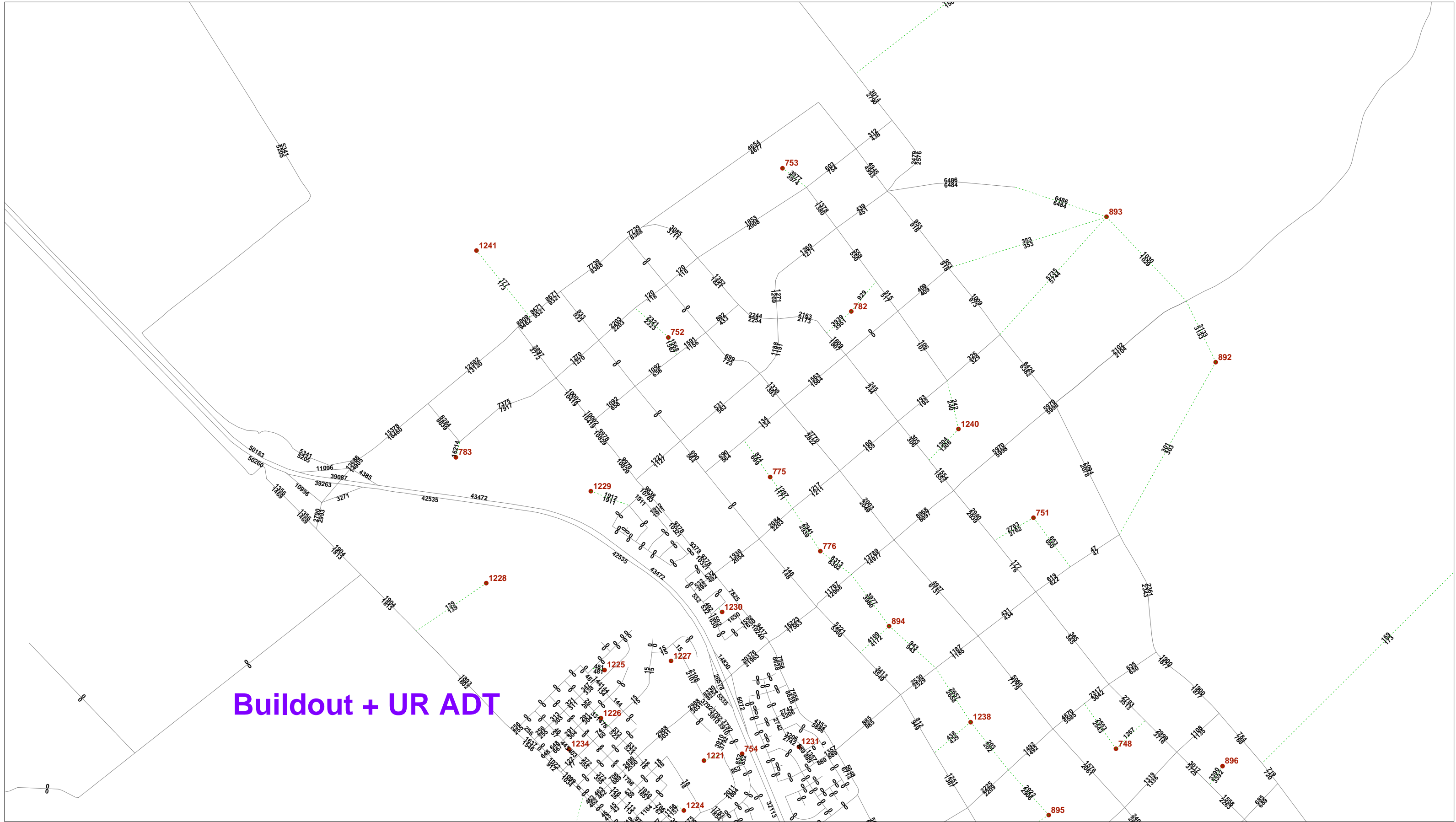
BUILDOUT
ADT



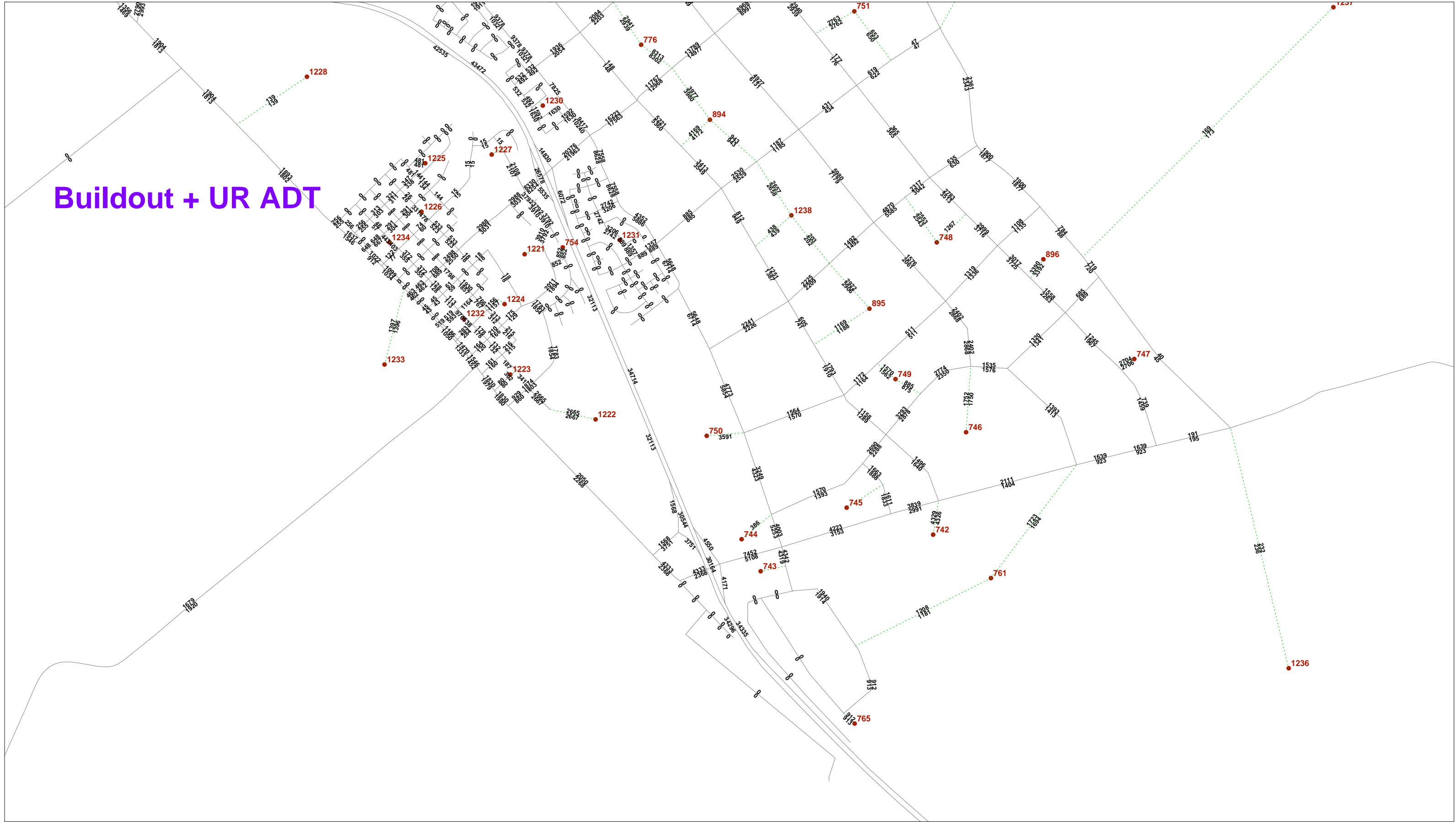
BUILDOUT
ADT



Buildout + UR ADT



Buildout + UR ADT



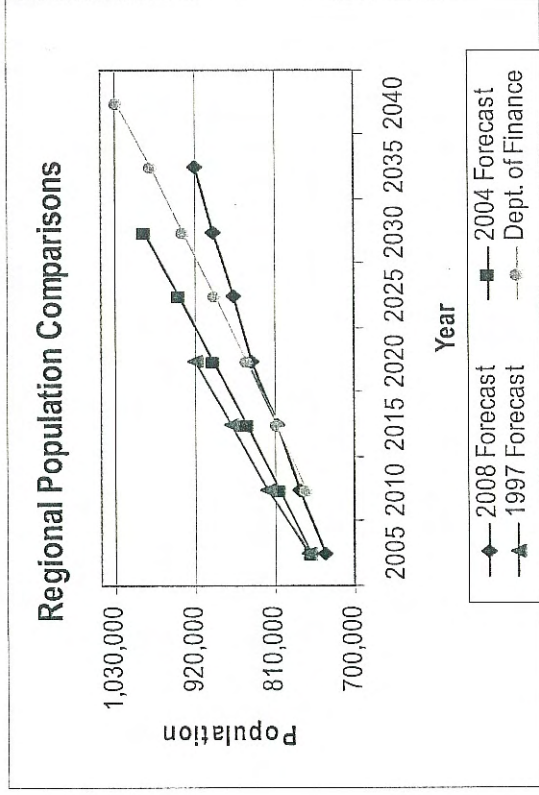
Excerpt from
Monterey Bay Area 2008 Regional Forecast,
Association of Monterey Bay Area Governments (AMBAG), 2008

Forecast Comparisons: 1997, 2004, 2008, and Department of Finance

AMBAG updates its regional forecasts periodically to incorporate the latest demographic data available and to extend the forecast's horizon year. Using five-year increments, the 1997 AMBAG regional forecasts covered the period between the years 2000 and 2020, and the 2004 regional forecasts covered the period between the years 2000 and 2030.

The 2008 AMBAG Population, Housing Unit and Employment Forecast extends the time horizon to 2035. Comparing the 1997, 2004 and 2008 forecasts with 2007 forecast data provided by the Department of Finance (DOF), the Monterey Bay region continues to see a slowing in its population growth. For the year 2020, the 2004 Forecast projected that nearly 26,000 less people would live in the region compared to population totals estimated in the 1997 Forecast. The 2008 Regional Forecast for the same year shows an additional 6.5 percent decline in population growth, or 54,500 less people, compared to the 2004 Forecast.

Consequently, each subsequent forecast has a comparatively lower average annual rate of population



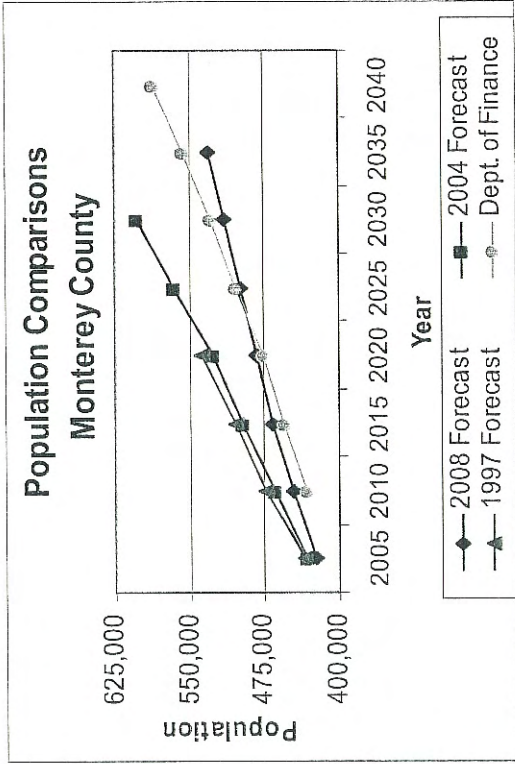
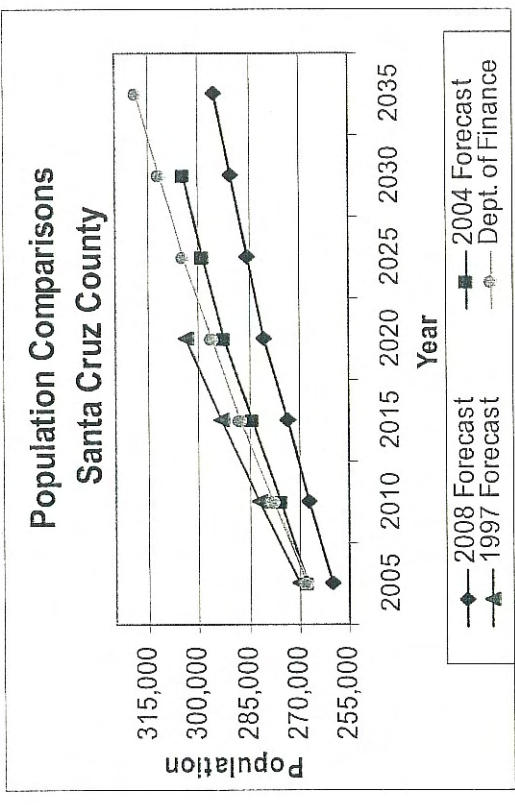
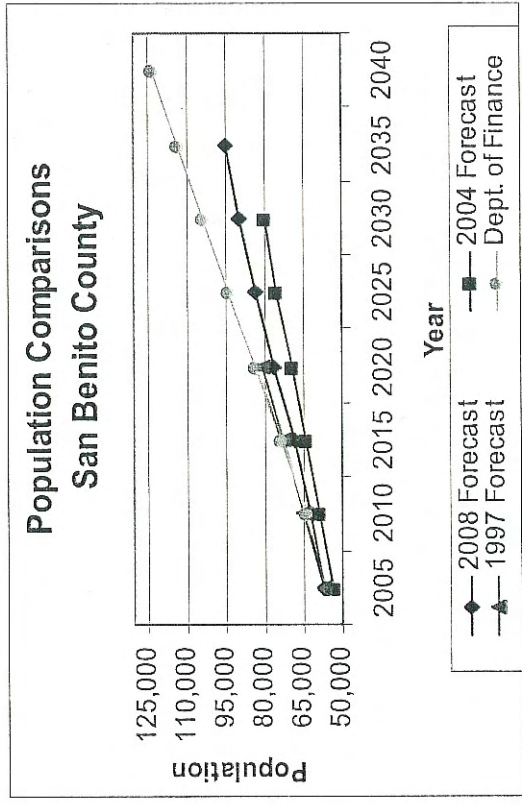
growth to its preceding forecast. In 1997, annual growth was about 1.4 percent, while the 2004 and 2008

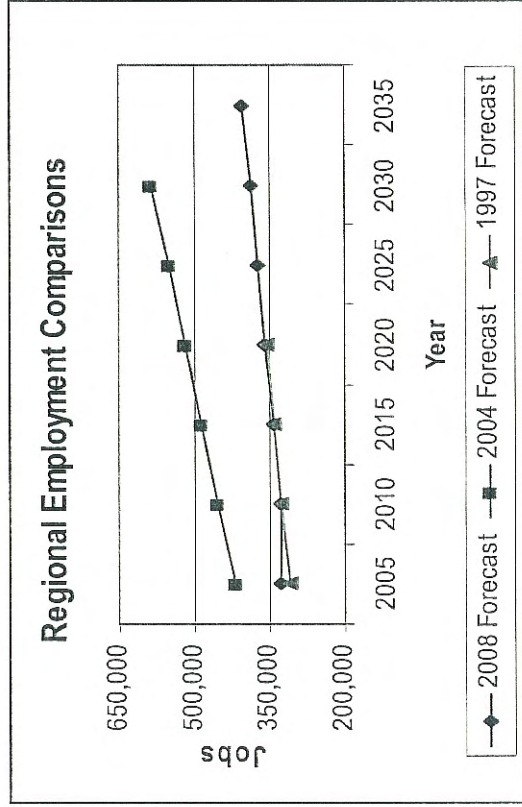
forecasts projected annual growth rates of 1.2 percent and 0.8 percent, respectively. DOF projections were slightly higher than the 2008 Regional Forecast at 1.1 percent average annual growth.

Population Comparisons for 2005 and 2010		
	2005 Population	2010 Population
2008 Forecast	740,048	774,781
2007 DOF Forecast	740,048	765,529
2004 Forecast	753,378	798,617
1997 Forecast	762,827	819,106

As the graphs on this page depict, the county specific population trends are similar throughout the region, except for San Benito County. The 2008 Regional Forecast projects more people will live in San Benito within the forecast period than forecasted in the 2004 Forecast. Additionally for Santa Cruz County, DOF forecasts a higher population than in the 2008 Regional Forecast.

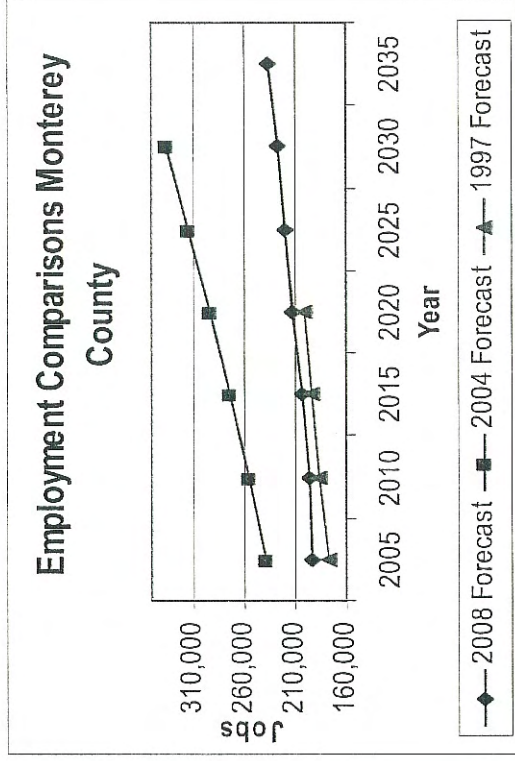
The 1997 and 2008 Employment Forecasts are very similar when compared to the 2004 Forecast. For the year 2020, the 1997 Forecast projected approximately 353,700 jobs and an average annual growth rate of one percent for the Monterey Bay region.



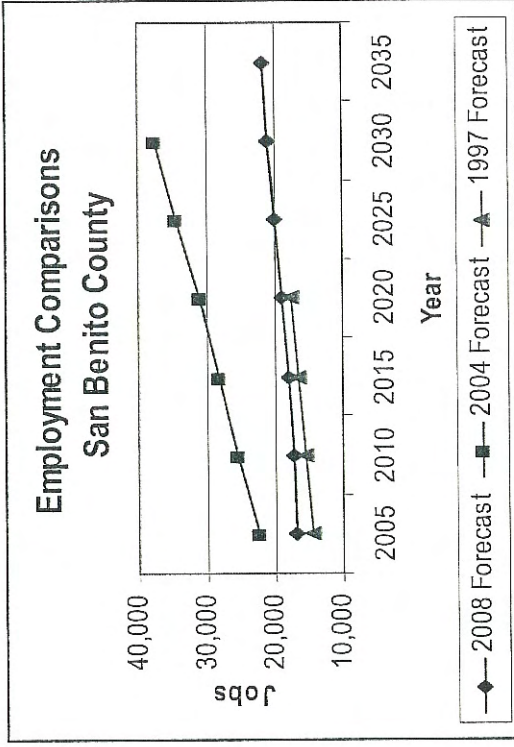
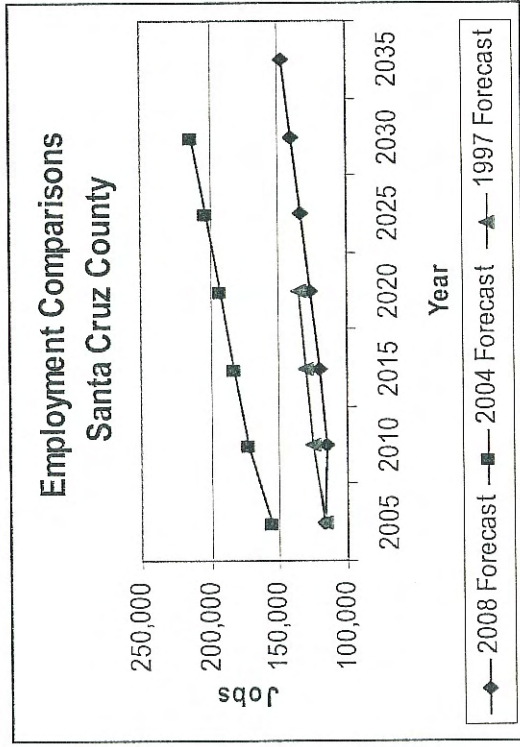


For the same year, the 2008 Forecast projected about 357,000 jobs, but maintains a slightly slower growth rate over its 30 year forecast period of about 0.8 percent. In contrast, the 2004 Forecast estimated over 160,000 more jobs than the 2008 Forecast for the year 2020 and projected faster growth (1.6%) over its 30 year horizon.

For the same year, the 2008 Forecast projected about 357,000 jobs, but maintains a slightly slower growth rate over its 30 year forecast period of about 0.8 percent. In contrast, the 2004 Forecast estimated over 160,000 more jobs than the 2008 Forecast for the year 2020 and projected faster growth (1.6%) over its 30 year horizon.



The three counties follow the regional employment trend closely. There are strong similarities in employment projections for each county between the 1997 and 2008 forecasts, but the 2004 Forecast is significantly higher in the number of jobs projected through the forecast period.



Since the 1997 Forecast did not provide projections related to housing growth, AMBAG staff only compared the 2004 and 2008 forecasts. The 2008 Forecast shows a lower rate of housing growth (~0.8% annually) compared to the 2004 Forecast (~1.1 percent annually) with a 17,000 unit difference between the two forecasts by the year 2030.

Appendix D

Greenhouse Gas Emissions Technical Data

Project: Gonzales 2010 GP 2035 Urban Growth Area
 Spreadsheet to Calculate Greenhouse Gases

PROJECT INFORMATION:

Residential Units	7,700	Dwelling Units
Non-Residential	4,365,000	Sq. Ft

SUMMARY OF EMISSIONS		
Source	Tons/Year CO2e	Metric Tons/Year CO2e
Transportation	72,414.69	65,680.13
Area Sources	26,285.80	23,841.22
Electrical Usage	27,287.90	24,750.13
Water Conveyance	159.36	144.54
Wastewater Treatment	274.76	249.21
Solid Waste	12,156.56	11,026.00
Total	138,579.07	125,691.22

TRANSPORTATION EMISSIONS

ANNUAL TRANSPORTATION CO2 EMISSIONS FROM URBEMIS:

72144.00	TONS/YEAR CO2
72414.69	TONS/YEAR CO2e

CH4 EMISSIONS
TONS/YEAR CO2e
42.57

N2O EMISSIONS
TONS/YEAR CO2e
228.12

AREA SOURCE EMISSIONS

ANNUAL AREA SOURCE CO2 EMISSIONS FROM URBEMIS:

26168.00	TONS/YEAR CO2
26285.80	TONS/YEAR CO2e

TONS/YEAR CO2e
7.47

TONS/YEAR CO2e
110.32

Sources:

CH4 and N2O emission factors from Table 3 in BAAQMD's "Source Inventory of Bay Area Greenhouse Gas Emissions", December 2008.
 CH4 assumed to have a Global Warming Potential of 21 times that of CO2.
 N2O assumed to have a Global Warming Potential of 310 times that of CO2.

ELECTRICITY CONSUMPTION

LAND USE	UNITS/SQ.FOOTAGE	RATE	ANNUAL USAGE (kwh)
Residences	7700	7,000 kwh/unit/year	53,900,000.00
Non-Residential	4,365,000	14,850.00 kwh/1000 sq. feet	64,820,250.00

Total	118,720,250.00 kwh
CO2 Emission Rate	0.455810 lbs/kwh
CH4 Emission Rate	0.000023 lbs/kwh
N2O Emission Rate	0.000011 lbs/kwh
Annual Emission	27,287.90 tons CO2e

From Appendix G, LGOP Version 1.0

WATER CONVEYANCE

ANNUAL USAGE (Gallons)

478,150,000.00

Embedded Energy Rate 1,450 kwh/million gallons

Electrical Consumption	693,317.50 kwh
CO2 Emission Rate	0.455810 lbs/kwh
CH4 Emission Rate	0.000023 lbs/kwh
N2O Emission Rate	0.000011 lbs/kwh
Annual Emission	159.36 tons CO2e

Sources:

California Energy Commission, *California's Water-Energy Relationship*, Final Staff Report, Nov. 2005.
 CARB, Local Government Operations Protocol Version 1.0, September 2008.
 Based on Usage of 1.31 MGD

WASTEWATER TREATMENT

ANNUAL USAGE (Gallons)

478,150,000.00

Embedded Energy Rate 2,500 kwh/million gallons

Electrical Consumption	1,195,375.00 kwh
CO2 Emission Rate	0.455810 lbs/kwh
CH4 Emission Rate	0.000023 lbs/kwh
N2O Emission Rate	0.000011 lbs/kwh
Annual Emission	274.76 tons CO2e

Sources:

California Energy Commission, *California's Water-Energy Relationship*, Final Staff Report, Nov. 2005.
 CARB, Local Government Operations Protocol Version 1.0, September 2008.

SOLID WASTE

Population Increase	Emission Factor	Annual Emission
37000	0.298	11026

Source:

Monterey County 2007 General Plan DEIR

Project: Gonzales 2010 GP 2035 Urban Growth Area +Urban Reserve
 Spreadsheet to Calculate Greenhouse Gases

PROJECT INFORMATION:

Residential Units	10,600	Dwelling Units
Non-Residential	7,318,000	Sq. Ft

SUMMARY OF EMISSIONS		
Source	Tons/Year CO2e	Metric Tons/Year CO2e
Transportation	117,750.43	106,799.64
Area Sources	38,102.75	34,559.20
Electrical Usage	42,033.28	38,124.19
Water Conveyance	271.28	246.05
Wastewater Treatment	467.72	424.22
Solid Waste	16,756.34	15,198.00
Total	215,381.80	195,351.29

TRANSPORTATION EMISSIONS

ANNUAL TRANSPORTATION CO2 EMISSIONS FROM URBEMIS:

117310.27 TONS/YEAR CO2	CH4 EMISSIONS TONS/YEAR CO2e 69.22	N2O EMISSIONS TONS/YEAR CO2e 370.94
117750.43 TONS/YEAR CO2e		

AREA SOURCE EMISSIONS

ANNUAL AREA SOURCE CO2 EMISSIONS FROM URBEMIS:

37932.00 TONS/YEAR CO2	TONS/YEAR CO2e 10.83	TONS/YEAR CO2e 159.92
38102.75 TONS/YEAR CO2e		

Sources:
 CH4 and N2O emission factors from Table 3 in BAAQMD's "Source Inventory of Bay Area Greenhouse Gas Emissions", December 2008.
 CH4 assumed to have a Global Warming Potential of 21 times that of CO2.
 N2O assumed to have a Global Warming Potential of 310 times that of CO2.

ELECTRICITY CONSUMPTION

LAND USE	UNITS/SQ.FOOTAGE	RATE	ANNUAL USAGE (kwh)
Residences	10600	7,000 kwh/unit/year	74,200,000.00
Non-Residential	7,318,000	14,850.00 kwh/1000 sq. feet	108,672,300.00
Total			182,872,300.00 kwh
CO2 Emission Rate			0.455810 lbs /kwh
CH4 Emission Rate			0.000023 lbs/kwh
N2O Emission Rate			0.000011 lbs/kwh
Annual Emission			42,033.28 tons CO2e

From Appendix G, LGOP Version 1.0

WATER CONVEYANCE

ANNUAL USAGE (Gallons)

813,950,000.00

Embedded Energy Rate 1,450 kwh/million gallons

Electrical Consumption	1,180,227.50 kwh
CO2 Emission Rate	0.455810 lbs /kwh
CH4 Emission Rate	0.000023 lbs/kwh
N2O Emission Rate	0.000011 lbs/kwh
Annual Emission	271.28 tons CO2e

Sources:
 California Energy Commission, *California's Water-Energy Relationship*, Final Staff Report, Nov. 2005.
 CARB, Local Government Operations Protocol Version 1.0, September 2008.
 Based on Usage of 2.23 MGD

WASTEWATER TREATMENT

ANNUAL USAGE (Gallons)

813,950,000.00

Embedded Energy Rate 2,500 kwh/million gallons

Electrical Consumption	2,034,875.00 kwh
CO2 Emission Rate	0.455810 lbs /kwh
CH4 Emission Rate	0.000023 lbs/kwh
N2O Emission Rate	0.000011 lbs/kwh
Annual Emission	467.72 tons CO2e

Sources:
 California Energy Commission, *California's Water-Energy Relationship*, Final Staff Report, Nov. 2005.
 CARB, Local Government Operations Protocol Version 1.0, September 2008.

SOLID WASTE

Population Increase	Emission Factor	Annual Emission
51000	0.298	15198

Sources:

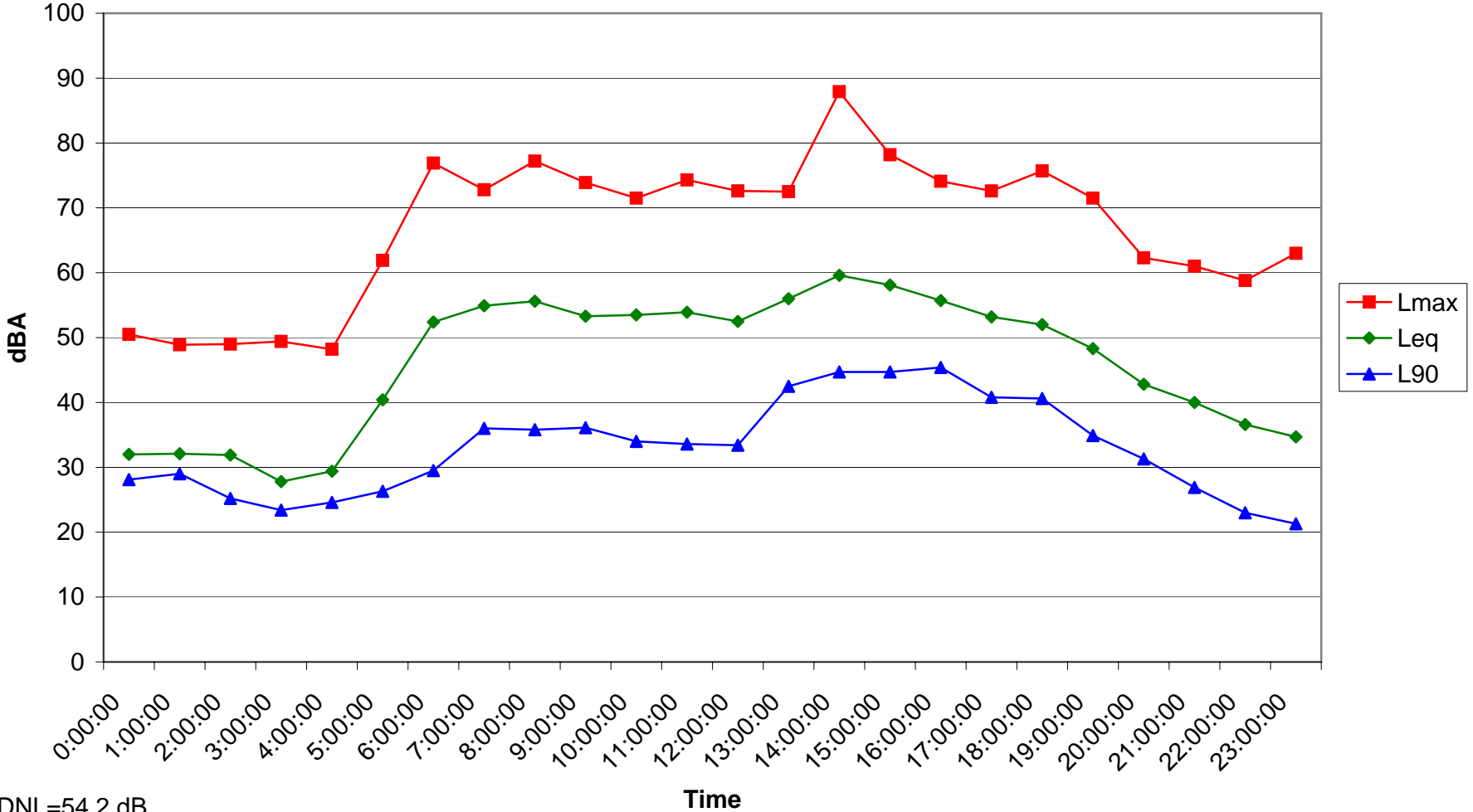
Monterey County 2007 General Plan DEIR

Appendix E

Noise Analysis Report

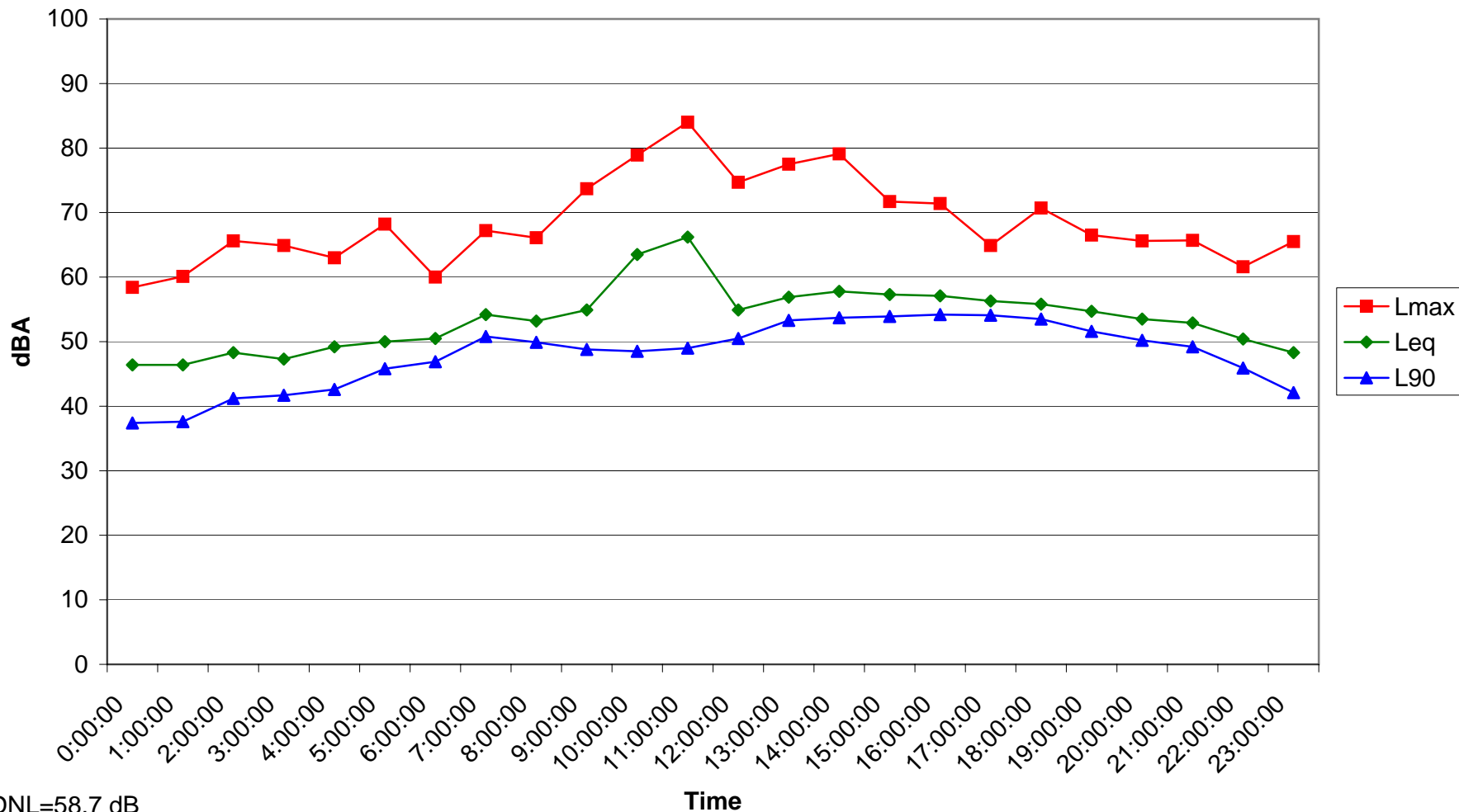
SUMMARY OF 24-HOUR NOISE MEASUREMENTS

Site 1
Johnson Cyn Road & Iverson Road
February 18, 2010



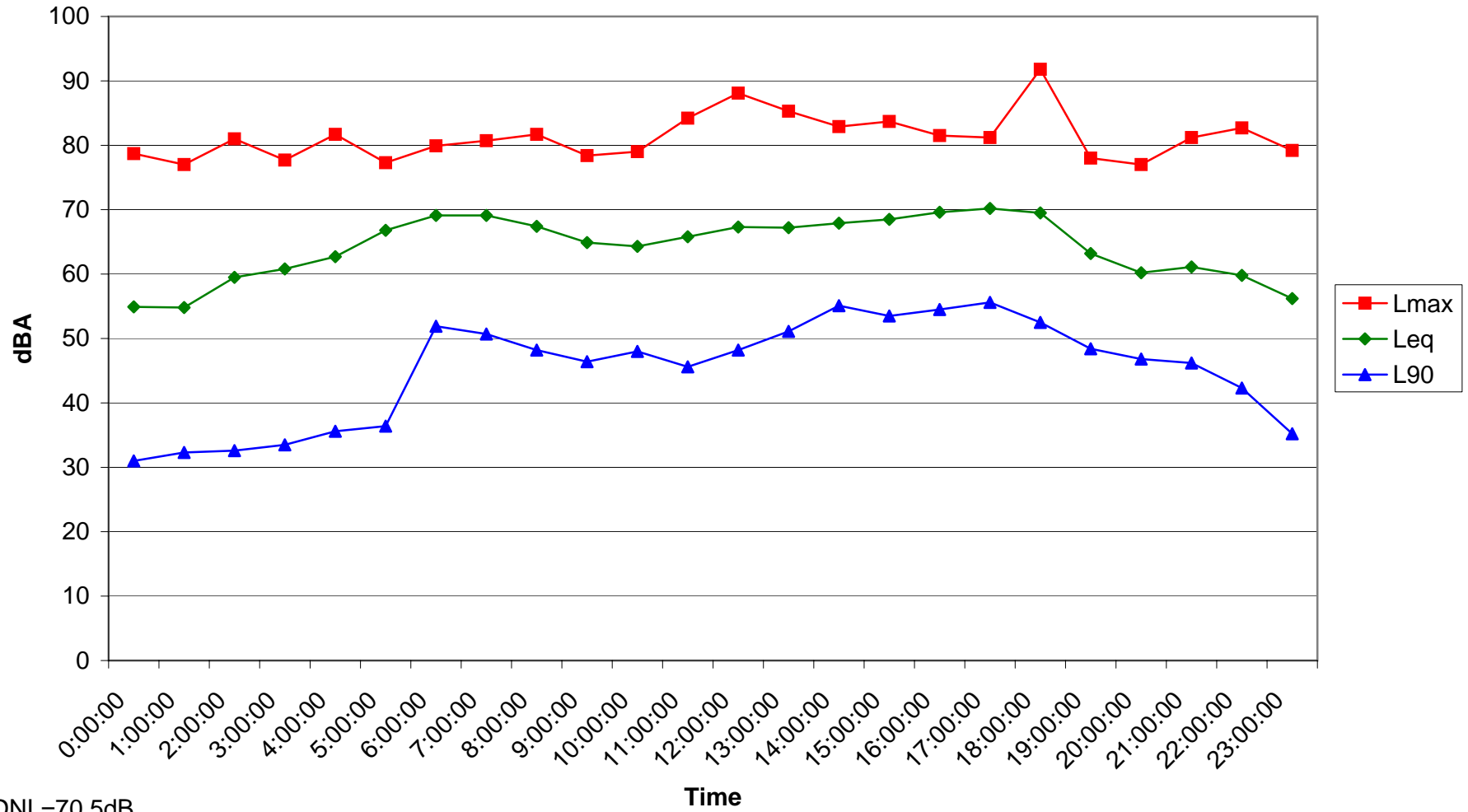
DNL=54.2 dB

Site 2
US 101 & Fifth Street
February 18, 2010



DNL=58.7 dB

Site 3
750 S. Alta Street
February 18, 2010



DNL=70.5dB

TRAFFIC NOISE MODELING ASSUMPTIONS

Brown Buntin Associates, Inc

FHWA-RD-77-108

Calculation Sheets

April 18, 2010

Project #: 09-032
 Description: Gonzales GPU-Existing Conditions
 Ldn/Cnel: Ldn
 Site Type: Soft

Contour Levels (dB)	55	60	65	70	
----------------------------	----	----	----	----	--

Segment	Roadway Name	Segment Description	ADT	Day			Truck %		Speed mph	Dist ft	Offset dB
				%	%	%	Med	Hvy			
1	US 101	s/o Gloria Rd	43600	73		27	5	12.8	65	100	
2	US 101	Gloria-Fifth	42300	73		27	5	12.8	65	100	
3	US 101	Fifth-Alta	40500	73		27	5	12.8	65	100	
4	US 101	n/o Alta St	43000	73		27	5	12.8	65	100	
5	Alta Street	Gloria-Gonzales River Rd	4060	87		13	2	3	45	75	
6	Alta Street	Gonzales River Rd-Fifth	5200	87		13	2	3	30	75	
7	Alta Street	Fifth-Tenth	5480	87		13	2	3	30	75	
8	Associated Ln	Old Stage-Fanoe	1500	87		13	2	1	35	75	
9	Associated Ln	Fanoe-Street A									
10	Associated Ln	Street A-Street B									
11	Fifth Street	Alta-Rincon Rd	3390	87		13	2	1	25	75	
12	Fifth Street	Rincon Rd-US 101	7070	87		13	2	1	25	75	
13	Fifth Street	US 101-Fanoe	10160	87		13	2	3	25	75	
14	Fifth Street	Fanoe-Street A	1600	87		13	4	6	55	75	
15	Fifth Street	Street A-Iverson	1600	87		13	4	6	55	75	
16	Fifth Street	e/o Iverson	1600	87		13	4	6	55	75	
17	Gloria Rd	US 101-Herold Pkwy	1100	87		13	4	6	55	75	
18	Gloria Rd	Herold Pkwy-Street A	1100	87		13	4	6	55	75	
19	Gloria Rd	Street A-Iverson	1100	87		13	4	6	55	75	
20	Gloria Rd	e/o Iverson	860	87		13	2	3	55	75	
21	Gonzales River R	w/o Alta St	2500	87		13	2	3	35	75	

Brown Buntin Associates, Inc

FHWA-RD-77-108

Calculation Sheets

April 18, 2010

Project #: 09-032
 Description: Gonzales GPU-2010 GP (Project)
 Ldn/Cnel: Ldn
 Site Type: Soft

Contour Levels (dB)	55	60	65	70	
----------------------------	----	----	----	----	--

Segment	Roadway Name	Segment Description	ADT	Day Eve Night			Truck %		Speed	Dist	Offset
				%	%	%	Med	Hvy	mph	ft	dB
1	US 101	s/o Gloria Rd	77345	73		27	5	12.8	65	100	
2	US 101	Gloria-Fifth	74579	73		27	5	12.8	65	100	
3	US 101	Fifth-Alta	88120	73		27	5	12.8	65	100	
4	US 101	n/o Alta St	94840	73		27	5	12.8	65	100	
5	Alta Street	Gloria-Gonzales River Rd	5329	87		13	2	3	45	75	
6	Alta Street	Gonzales River Rd-Fifth	4064	87		13	2	3	30	75	
7	Alta Street	Fifth-Tenth	5649	87		13	2	3	30	75	
8	Associated Ln	Old Stage-Fanoe	10688	87		13	2	1	45	75	
9	Associated Ln	Fanoe-Street A	5581	87		13	2	1	35	75	
10	Associated Ln	Street A-Street B	3494	87		13	2	1	35	75	
11	Fifth Street	Alta-Rincon Rd	5754	87		13	2	1	25	75	
12	Fifth Street	Rincon Rd-US 101	15473	87		13	2	1	25	75	
13	Fifth Street	US 101-Fanoe	33924	87		13	2	3	30	75	
14	Fifth Street	Fanoe-Street A	21304	87		13	2	3	35	75	
15	Fifth Street	Street A-Iverson	476	87		13	4	6	55	75	
16	Fifth Street	e/o Iverson	363	87		13	4	6	55	75	
17	Gloria Rd	US 101-Herold Pkwy	11589	87		13	2	3	35	75	
18	Gloria Rd	Herold Pkwy-Street A	8224	87		13	2	3	35	75	
19	Gloria Rd	Street A-Iverson	2846	87		13	2	3	35	75	
20	Gloria Rd	e/o Iverson	900	87		13	2	3	55	75	
21	Gonzales River R	w/o Alta St	2480	87		13	2	3	35	75	

Brown Buntin Associates, Inc

FHWA-RD-77-108

Calculation Sheets

April 18, 2010

Project #:	09-032	Contour Levels (dB)	55	60	65	70	
Description:	Gonzales GPU-2010 GP + Urban Reserve						
Ldn/Cnel:	Ldn						
Site Type:	Soft						

Segment	Roadway Name	Segment Description	ADT	Day Eve Night			Truck %		Speed	Dist	Offset
				%	%	%	Med	Hvy	mph	ft	dB
1	US 101	s/o Gloria Rd									
2	US 101	Gloria-Fifth									
3	US 101	Fifth-Alta									
4	US 101	n/o Alta St									
5	Alta Street	Gloria-Gonzales River Rd	4318	87		13	2	3	45	75	
6	Alta Street	Gonzales River Rd-Fifth	2998	87		13	2	3	30	75	
7	Alta Street	Fifth-Tenth	3717	87		13	2	3	30	75	
8	Associated Ln	Old Stage-Fanoe	31838	87		13	2	1	45	75	
9	Associated Ln	Fanoe-Street A	18271	87		13	2	1	35	75	
10	Associated Ln	Street A-Street B	16127	87		13	2	1	35	75	
11	Fifth Street	Alta-Rincon Rd	6019	87		13	2	1	25	75	
12	Fifth Street	Rincon Rd-US 101	16584	87		13	2	1	25	75	
13	Fifth Street	US 101-Fanoe	42339	87		13	2	3	30	75	
14	Fifth Street	Fanoe-Street A	33784	87		13	2	3	35	75	
15	Fifth Street	Street A-Iverson	17965	87		13	2	3	35	75	
16	Fifth Street	e/o Iverson	4482	87		13	2	3	55	75	
17	Gloria Rd	US 101-Herold Pkwy	12836	87		13	2	3	35	75	
18	Gloria Rd	Herold Pkwy-Street A	7652	87		13	2	3	35	75	
19	Gloria Rd	Street A-Iverson	2838	87		13	2	3	35	75	
20	Gloria Rd	e/o Iverson	950	87		13	2	3	55	75	
21	Gonzales River R	w/o Alta St	3599	87		13	2	3	35	75	

