



**CITY OF GILROY CLIMATE ACTION PLAN
PRELIMINARY MEASURES EVALUATION**

Instructions

Please review and respond in writing to as many categories and measures as your time, interest, and energy allows using the downloaded forms, as follows:

1. Read the description for each measure on the left column and the City comments to the right that further explain the proposed policy, program, regulation, or action.
2. The shaded rows reflect City staff responses: M or C - Does the Municipality (M) or the Community (C) control the measure? Should we exclude or include the proposed measure; do we need more information to decide, and/or is the measures already implemented by the City?
3. Check "X" in the appropriate non-shaded columns directly under the shaded portion: Should we Exclude, Need More Information, or Include the measure, or are you or someone besides the City Already Doing it?
4. Please write additional comments or questions below your X'd responses.
5. Please add new measures in the rows provided at the end of each category.

Measure	Comments	Municipal (M) Community (C)	Exclude	More Info	Include	Already Doing
Transportation (T) and Land Use (LU)						
<i>VMT Reduction</i>						
T/LU-1 Implement a “Safe Route to Schools” program.	Instituted for all elementary and middle schools; current grant application for a trail system	M/C			X	X
T/LU-2 Modify City zoning and development standards to allow and expand live-work and work-live uses in existing and future residential development, and by adopting more liberal home occupation requirements.	Secure list of potential uses and building types, and possible locations	M		X	X	
T-3 Implement voluntary commute trip reduction program with a ride-share program and preferential parking permit program (City staff and stakeholders to define target area such as outlet mall employees, city employees, or other businesses in Gilroy).	1. Current commute patterns preclude implementation 2. Ten year time span to change or redirect commute patterns	M/C		X	X	
T-4 In consultation with VTA,	1. City sells VTA passes so	M/ VTA		X		

Measure	Comments	Municipal (M) Community (C)	Exclude	More Info	Include	Already Doing
implement subsidies or discounted transit program that that complements the existing hub-and-spoke community buses.	reduction or subsidies would require VTA action 2. Contingent on funding availability 3. RDA or Air District could provide examples.	M/ VTA		X		
T-5 Provide employer sponsored vanpools / shuttle service for businesses in the outlet mall.	1. Use to attract youth programs 2. Program would focus on employee transportation to/from outlet mall.	C		X	X	
T/LU-6 Update City ordinances to require bicycle parking in non-residential and multi-unit residential projects	May require update of City parking code /ordinance.	M			X	
T-7 Provide bicycle parking near transit stops.		M			X	
T/LU-8 Complete key bicycle and pedestrian facilities to close facility gaps.		M			X	X
T-9 Increase transit route coverage in the developed city.	1. Would require VTA action 2. Contingent on funding availability	M/ VTA			X	
T-10 Work with regional transit agencies to increase the frequency and capacity of inter-city buses connecting Gilroy to Bay Area cities, Monterey, and other Santa Clara Valley employment centers.	1. Currently underutilized 2. Contingent on funding availability	M			X	
T/LU-11 Work with the High Speed Rail Authority to achieve successful integration of rail transit into the City and the creation of a transit-oriented development zone, including an intra-city feeder bus system.	Requires developing a strategy to convince HSR authority to choose the western alignment, or some other option that provides a close-in station.	M			X	
T-12 Develop and set up a finance program that assists businesses in developing and implementing commuter benefits programs.	Contingent on funding availability	M/C		X	X	
		M		X	X	X

Measure	Comments	Municipal (M) Community (C)	Exclude	More Info	Include	Already Doing
T/LU-13 Modify City requirements to allow for reduced parking provision in development projects that provide sufficient density, walkability, and access to transit.	1. Current parking patterns preclude implementation 2. Modify to include target shared parking and other strategies and techniques.	M		X	X	X
T/LU-14 Develop and implement a citywide pedestrian master plan.	City already has plan for completing a bicycle and trails master plan	M				X
T/LU-15 Develop a program to close sidewalk gaps on key routes within in the developed city, and provide a comprehensive network of sidewalks, paths and trails within and connecting to new development areas.	Continuing effort: City recently applied for a grant to close sidewalk gaps.	M			X	X
T-16 Develop a bottleneck improvement program to identify and implement improvements at major intersections and other congested locations.	Some level of congestion can promote alternative modes such as walking and bicycling. Reduced congestion may also generate more auto trip, though insufficient to evaluate traffic benefits.	M			X	X
T-17 Encourage a car-share program to be established in Gilroy.	1. Ten year time span to change patterns and conditions	C		X	X	
T-18 Create a bicycle-sharing program.	Insufficient demands now; focus instead on street, bicycle and pedestrian network connectivity.	M/C	X			
T/LU-19 Develop a program to provide park-and-ride lots at key locations along Highway 101 with sufficient capacity to meet demand.	1. Ten year time span to change or redirect commute patterns 2. Similar to T-3 and T-5.	M		X	X	
T/LU-20 Promote telecommuting and/or offices/businesses from home by allowing live-work and work-live uses in existing and future residential development, and by adopting more liberal home occupation requirements.	1. Provide list of recommended uses, building types, and potential locations 2. Could combine T-20 and T-21	M		X	X	
T/LU-21 Work with private developers to develop satellite office space or “hoteling” space for use by employees of Bay Area firms.	Could combine T-20 and T-21	M/C			X	
T-22 Provide kiosks, bulletin boards, and/or signs devoted to providing local public transit information and promotion.	1. VTA controls transit information 2. Could be part of community transit network T-4	M		X	X	
T/LU-23 Require new development to	1. City’s Circulation Master Plan	M		X	X	X

Measure	Comments	Municipal (M) Community (C)	Exclude	More Info	Include	Already Doing
include an interconnected grid of collectors and arterials within the developed city and connecting to and through new development areas, with the goal of ¼-mile to ½-mile minimum spacing of two- and four-lane roadways, and minimal reliance on six-lane arterials.	proposes grid pattern on east side of City. 2. City’s arterial and collector spacing should be reviewed for pedestrian compatibility. 3. T-23-T-26 provides a similar roadway design approach and may combine policies and actions to improve streets, bicycle and pedestrian connectivity. The implementation of bike and pedestrian plans can accomplish a more connected system.	M		X	X	X
T/LU-24 All projects with contiguous public street frontage of at least 600 feet shall include at least one connecting street every 600 feet unless prohibited by topography or other natural obstructions, and shall align with adjoining streets to create four way intersections whenever possible. Substitute pedestrian/bike paths where street connections are prohibited.	1. Unsure of developer reaction 2. Should be contingent on the physical context	M		X	X	
T/LU-25 All new non-industrial projects over 3.5 acres in area shall contain blocks no longer than 600 feet on any single face.	1. Unsure of developer reaction; 2. Should be contingent on the physical context	M		X	X	
T/LU-26 Require that gated communities provide adequate external and internal connectivity.	Recommend connectivity standards consistent with other developments	M		X	X	
T-27 Require new projects to include a pedestrian and/or bicycle through-connection in any new cul-de-sacs, except where prohibited by topographical conditions.	Review security issues with Police Dept.	M			X	
T/LU-28 Recommend all new non-residential projects over 50,000 square feet to create and implement a comprehensive transportation demand management (TDM) program and maintain implementation of the TDM program for a minimum of three years following build out of the project.	1. Ten year time span to change patterns and conditions 2. Consider mandatory TDM versus T-3 that is volunteer TDM.	M		X	X	
T-29 Develop Citywide Travel Demand Management program to provide	1. Ten-year time span to change patterns and conditions, such as	M		X	X	

Measure	Comments	Municipal (M) Community (C)	Exclude	More Info	Include	Already Doing
information to city employees and other employers within the city on commute alternatives and incentives, including carpool/vanpool programs, transit service schedules, transit vouchers, alternative work week plans, telecommuting options, and incentives that can be used to increase employee use of alternative modes or work schedules	siting of HSR station in Gilroy. 2. Mandatory system versus T-3 that is volunteer TDM. 3. Contingent on funding availability	M		X	X	
T-30 Implement an adaptive traffic control program	1. More detail needed on the number of locations and level of benefit to be achieved. 2. Contingent on funding availability	M		X	X	
T/LU-31 Require all new buildings to include a principal functional entry that faces a public space such as a street, square, park, paseo, or plaza, but not a parking lot.	Compliance and specific applications should be context-appropriate	M		X	X	
T/LU-32 Require that all new buildings have at least 20 percent of all street frontages with a minimum building-height-to-street-width ratio of 1:3, or 1 foot of building height for every 3 feet of street width.	Compliance and specific applications should be context-appropriate	M		X	X	X
T/LU-33 Require new development to use drought tolerant, street-friendly plantings and encourage shade from open structures such as those supporting solar PV panels.	1. City currently has a Consolidated Landscape Policy 2. 2011 State “Green” Building Code requires compliance 3. State Model Ordinance AB18-81	M			X	X
T/LU-34 Require new buildings to use roofing materials with a high SRI for a minimum of 75 percent of the roof surface of all new buildings; or install a vegetated roof for at least 50 percent of the roof area of all new buildings within the project area.	2011 State “Green” Building Code requires compliance. Check for consistency.	M		X	X	
Alternative Fuels						
T-34 Provide incentives for new projects that provide parking spaces reserved for electric vehicles (EVs) and have a charging connection.	Contingent on funding availability	M/C		X	X	
T-35 Convert the municipal vehicle fleet	1. Contingent on funding availability	M			X	X

Measure	Comments	Municipal (M) Community (C)	Exclude	More Info	Include	Already Doing
to biodiesel, electric, hydrogen fuel cells or ethanol.	2. Explore potential for biodiesel 3. The City is already purchasing Biodiesel fuel; other gasoline flex fueled fleet vehicles can run on ethanol though Gilroy does not have a source for fueling ethanol.	M			X	X
T/LU-36 Encourage a community biodiesel fueling station.		M/C		X	X	
T-37 Implement a waste oil collection program.	Increase existing operations as funding allows	M/C			X	X
T-38 Provide financial and non-financial incentives for residents to purchase low-carbon vehicles.	Contingent on funding availability	M/C		X		
T-39 Institute disincentives for purchasing high carbon intensity vehicles.	Not in this economic climate	M	X			
T/LU-40 Require private development to provide dedicated parking spots for alternative fuel or hybrid vehicles.	Potentially acceptable; requires coordination with developers.	M/C		X	X	