



17575 Peak Avenue Morgan Hill CA 95037 (408) 778-6480 Fax (408) 779-7236
Website Address: www.morgan-hill.ca.gov

December 9, 2016

Mr. Ben Tripousis
Northern Regional Director
California High Speed Rail Authority
100 Paseo de San Antonio, #206
San Jose, CA 95113

RE: City of Morgan Hill EIR/EIS Supplemental Scoping Letter and Comments/Concerns Letter regarding the San Jose to Merced High Speed Rail Project

Dear Mr. Tripousis:

On behalf of the City of Morgan Hill, we would like to thank the California High Speed Rail Authority (CHSRA) for its efforts to engage, consult, and coordinate with the City of Morgan Hill on the planning, design, and environmental review for the San Jose to Merced segment of the proposed High Speed Rail (HSR) system, particularly as that segment relates to and affects Morgan Hill and its residents and businesses.

As you know, new information received in recent months, including the addition of two new alignment alternatives through Morgan Hill (East of UPRR Viaduct Option and West of 101 Alignment) has generated a great amount of concern and questions about the HSR project.

The purpose of this letter is threefold:

- First, we are providing the CHSRA with the City of Morgan Hill's EIR/EIS Supplemental Scoping Letter and Issues Letter regarding the High Speed Rail Train project through Morgan Hill.
- Second, we are submitting this communication to formally express that Morgan Hill strongly believes the least impactful alignment for HSR is one that follows the current, public Highway 101 right-of-way, avoiding impacts to residential neighborhoods, schools, and existing retail centers
- Third, we are requesting that the CHSRA study all five Morgan Hill alignment options through the EIR/EIS process so that the impacts are fully studied and understood before making a decision on the preferred alternative. The five alternatives would be: (1) Highway 101 right-of-way, (2) Monterey/Union Pacific Rail Road at grade, (3) East of Union Pacific Rail Road tracks viaduct, (4) East of Highway 101 viaduct, and (5) West of Highway 101 viaduct. Limiting the study to only options 2 and 5 as expressed in your November 30, 2016 communication is unacceptable

The alternatives being considered through Morgan Hill would permanently impact the character of Morgan Hill, our residents' quality of life, and the City's financial sustainability. Disturbing and displacing residents from their homes and existing businesses is simply unacceptable and the CHSRA should do everything in its power to explore every option available to avoid this kind of impact.

Finally, Morgan Hill feels strongly that CHSRA should follow these guiding principles as it moves forward:

1. Avoid at all costs residential, school, and commercial impacts even where existing public right-of-way exists
2. The most advanced engineering and design solutions should be utilized to address the real life issues of constructing California's most ambitious public works project in existing urban centers
3. Ensure economic vitality for the City, its residents, and businesses during construction
4. Use the HSR train to bring benefit to the community by providing telecommunications infrastructure, recycled water, WiFi, and public art, among others
5. Construction should occur sequentially from the Central Valley to San Jose

The City of Morgan Hill appreciates CHSRA's consideration of this request and the careful review and evaluation of the Supplemental Scoping Letter and Issues Letter being submitted for the EIR/EIS review.

Please feel free to contact me or Edith Ramirez, Economic Development Director, at edith.ramirez@morganhill.ca.gov with any questions or clarifications for the above.

Sincerely,



Steve Rymer
City Manager
City of Morgan Hill

CC: Morgan Hill City Council
Congresswoman Zoe Lofgren
Assembly Member Luis Alejo
Assembly Member Elect Anna Caballero
Senator Bill Monning
County Supervisor Mike Wasserman

Attachments:

- A. EIR/EIS Supplemental Scoping Comments
- B. City of Morgan Hill Community and City Comments and Concerns



DEVELOPMENT SERVICES CENTER

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Date: December 9, 2016

To: Ben Tripousis
Northern Regional Director
California High Speed Rail Authority
100 Paseo de San Antonio, #206
San Jose, CA 95113

RE: EIR/EIS Supplemental Scoping Comments - San Jose to Merced High Speed Rail Project

Dear Mr. Tripousis:

This document is intended as an opportunity for the City of Morgan Hill to provide additional input into the CHRSA's EIR/EIS. The City of Morgan Hill reserves the right to comment as additional information becomes available. The City appreciates CHSRA's consideration and careful evaluation of these issues in the forthcoming EIR/EIS, and looks forward to reviewing the Draft EIR/EIS when made publicly available in 2017.

Aesthetics

1. Consider noise mitigation that is visually attractive, as well as acoustically effective. Opportunities to reduce the requirement for sound walls and use of alternative methods for achieving noise mitigation is preferred (e.g., retrofit existing building walls, retrofit of windows, and forced mechanical air systems or other mitigating measures as suggested by a acoustical engineer).
2. Proposed sound walls must be assessed by the City of Morgan Hill for visual/aesthetic impacts, consistency with any future HSR design guidelines, and in all cases designed to a high architectural standard.
3. Collaborate with the City of Morgan Hill on mitigation for the loss of retail frontage in the Downtown along East Dunne and East Main Avenues, which could include potential lighting and artwork for and/or construction of retail within the Main Avenue and East Dunne Avenue underpasses if the at-grade Monterey East of Union Pacific Railroad (UPRR) alignment is selected.

4. The future alignment should be designed in a manner that facilitates the creation of usable open space/trailways and parks and avoidance of vacant, unmaintained lands and should include proper lighting and landscaping.

Air Quality

1. For each potential alignment, identify the health risk effects (e.g. toxic air contaminants, fine particulate matter, etc.) for sensitive receptors (i.e. residences, schools, athletic fields/facilities, convalescent homes, etc.) from both construction and from long-term operation of the project, using the methodologies and thresholds of significance established by the Bay Area Air Quality Management District.

Cultural Resources (Issues specific to the Monterey Alignment)

1. The Draft EIR/EIS must fully identify, evaluate, and disclose impacts to all cultural resources affected by the Monterey Road Realignment, and include mitigation measures designed to preserve these resources. The Monterey Road alignment may impact two historical sites:
 - a. MMS Behavioral Day Program Site (APN: 726-36-002): The property is historically significant as it was originally part of the Cribari family winery, purchased in the early 1900's. The City council found the site located at 18980 Monterey Road to be of local historical significance and designated it as a cultural resource pursuant to Chapter 18.75 of the Morgan Hill Municipal Code on July 2, 1980.
 - b. Historic Water Tower Site (APN: 726-35-026): Along with the creation of the Madrone Business Park subdivision in October of 2000, an exception easement (APN:726-35-026) was created for the potentially historical water tower that is located on this APN. This structure, erected in 1935, was also part of the Cribari family winery water tank that once served the winery fields. The water tank and easement is currently located within the Madrone Business Park.

Much of Morgan Hill's character is its historic buildings and structures, and every effort must be made to avoid impacts to those historically rich resources.

Public Facilities (Impacts specific to East of 101 alignment/utilization of 101 alignment)

1. Morgan Hill Aquatics Center and Outdoor Sports Center will be impacted which is a Section 4(f) of the Department of Transportation (DOT) Act of 1966 resource.

Agriculture (Impacts specific to the East of 101 alignment/ utilization of 101 alignment)

1. "Agricultural Priority Land" near the East of US101 alignment within the Southeast Quadrant area may be impacted, and should be mitigated in conformance with the City of Morgan Hill's adopted Agricultural Lands Preservation Program.

Noise and Vibration

1. The areas of concern listed below should be thoroughly analyzed in the noise study prepared for the EIR/EIS:

- a. HSR proposes alignments which would be located within 200 feet of residences in the following areas, potentially resulting in noise and vibration levels that exceed normally acceptable standards:
 - i. Residences west of Monterey Road, north and south of Tilton Avenue,
 - ii. Residences west of HSR alignment, along McLaughlin Court, McLaughlin Avenue, and Central Avenue.
 - iii. Residences east and west of the HSR alignment near Dunne Avenue,
 - iv. Some rural residences between Maple Avenue and Middle Avenue,
 - v. Residences west of the HSR alignment and south of Middle Avenue,
 - vi. Some rural residences located west of the HSR alignment and south of California Avenue, and;
 - vii. Residences on Railroad Avenue.
 - b. Monterey Road would be moved closer to residences east of the alignment between Burnett Avenue and Madrone Parkway. This is anticipated to raise noise levels at these locations. For areas where land is acquired and structures are removed to allow for the Monterey Road realignment, the reduction in shielding to second and third row receptors may further raise noise levels.
 - c. Main Avenue would be modified potentially resulting in increased noise levels at residences along Main Avenue between Monterey Road and Depot Street.
 - d. The proposed East Middle Avenue Overhead alignment would potentially cut through residential areas, resulting in increased noise levels and reduced shielding where structures are removed to accommodate the alignment.
3. As noted above in the *Aesthetics* section, it is important that all proposed noise mitigation be designed to high architectural standards and not detract from the visual character of the City of Morgan Hill, in particular through the Downtown Area and along Monterey Road.
 4. The City prefers alternate types of mitigation to sound walls including but not limited to retrofitting of building walls/windows, forced mechanical air systems, and/or other recommendations suggested by an acoustical engineer for the affected residences, business, or other uses. A comparative acoustical benefits analysis for each approach should be clearly described in the EIR/EIS.

Public Services, Recreation, and Utilities

1. The preferred alignment should be designed in a manner that facilitates the creation of usable open space/trailways, parks and avoidance of vacant, unmaintained lands. Where a viaduct alternative is considered, provide the following:
 - a. New connections with proper lighting and landscaping to help achieve the "Cross County Corridors" for cross county bicycle and pedestrian trails connections;
 - b. An easement to bring reclaimed water north from Gilroy to Morgan Hill; and,
 - c. Built-in conduits to better serve Morgan Hill's telecommunications facilities.

2. The document should identify opportunities for extension of these utilities as mitigation and if not, identify impediments to installation.
3. Pursuant to the City of Morgan Hill Municipal Code, all projects for the purpose of erecting, constructing, altering, enlarging, repairing, moving or maintaining any structure; the project owner or designee is required to install or undertake adjacent public improvements including the placing of existing overhead utilities underground. As a mitigation to project construction and alteration of property, the City of Morgan Hill requests the CHSRA undertake those same responsibilities.

Public Safety

1. The City of Morgan Hill requests that the EIR/EIS analysis of lighting address the need for lighting for public safety as well as for aesthetics.
2. The City requests the design of the HSR to address areas that may be convenient for loitering (e.g., dark covered spaces that are created when transitioning from an at grade track to a viaduct).
3. The City of Morgan Hill requests the design of the HSR ensures easy and unobstructed access for all public safety vehicles.

Land Use

1. Properties along all CHSRA proposed alignments would require acquisition. Clearly identify the number of businesses and residences with their estimated population that would be displaced by the East of UPRR and both 101 alignments. The City of Morgan Hill has provided information to help with this analysis. Please refer to the exhibits.
2. The East of UPRR track alignment option will divide an established community, by creating a physical barrier with tracks placed at-grade rather than an elevated viaduct. The City of Morgan Hill considers this as a potentially significant impact, and must be carefully explored in the EIR/EIS.
3. The City of Morgan Hill has formally requested that the CHSRA study an alignment that uses the Highway 101 right-of-way, avoiding impacts to residential neighborhoods, schools, and non residential properties throughout the Morgan Hill segment. The CHSRA should provide the City of Morgan Hill with land use data demonstrating the 101 realignment impacts.

Traffic and Circulation

The City of Morgan Hill is providing CHSRA with a comprehensive Memorandum from Hexagon Transportation Consultants, Inc. addressing Traffic/Circulation issues related to the proposed HSR

developing within the City (Attached). The following is a summary of key focus areas identified by the City of Morgan Hill:

1. The City of Morgan Hill requests that the EIR/EIS evaluate the impacts on the City's existing transportation network and that mitigation be provided to ensure a transportation system that allows for permeability for transit, pedestrians, cyclists, and wildlife.
2. Proposed roadway improvements such as under-crossings or completion of roadway systems or realignments should all be completed before project (train) construction begins.
3. For properties neighboring the chosen alignment, the EIR/EIS should discuss which private residential and non residential property driveways could be re-graded and which would need to be closed. If driveways need to be closed, the EIR/EIS should discuss how alternative access to the property would be achieved. The traffic implications of the alternative access should be discussed.
4. If CHSRA is considering a potential maintenance facility or traction power facility in the City Morgan Hill, the EIR/EIS must describe the possible location and the operations of such a facility. The project description should provide the number of employees and hours of operation.. The peak hour and daily trip generation should be estimated. Any intersections that would experience a traffic increase of more than 10 trips per lane should be analyzed.
5. If the Monterey Road alignment East of UPRR at grade is preferred, the new HSR tracks will impact the pedestrian access to the commuter rail (Cal train) services and separate the VTA parking lot from the existing Downtown Station. The EIR/EIS should address this by including solutions for access to the existing Caltrain station.
6. There is an existing pedestrian connection across the tracks at the Caltrain station. This connection is important in allowing the VTA and County Courthouse parking lots to supplement the Downtown parking supply and provide connection to our downtown. The City of Morgan Hill understands that an at-grade crossing will not be possible. The HSR project description and EIR/EIS should describe how this pedestrian connection will be replaced in continuing to maintain adequate circulation and connectivity within our community.
8. The City Morgan Hill understands that the HSR alignments run through (impacts) the City of Morgan Hill without the benefit of a station and may impact our major thoroughfares in and out of the City. The two major thoroughfares include US 101 and Monterey Road. The proposed alignments are along these thoroughfares. There is a concern with these two thoroughfares being closed for construction, potentially providing only one access point in and out of the City of Morgan Hill depending on the chosen alignment. As a mitigation for construction and the concern of safety, the City of Morgan Hill would like CHSRA to consider the following:

- a. If the Monterey Alignment is chosen:
 - i. HSR to assist with the completion of the Santa Teresa corridor through southern Morgan Hill (Main Avenue to Watsonville Road), prior to any closure along Monterey Road in San Jose, Gilroy, and Morgan Hill as an alternate route (City and County Section).
 - ii. The HSR preliminary design shows Tilton Avenue to be cul-de-saced and the connection to Monterey Road eliminated. This is not in conformance with the Morgan Hill General Plan, which calls for Tilton Avenue to be connected to Burnett Avenue. An overpass or underpass will be needed, as well as a connection to the realigned Monterey Road. Therefore, complete the Tilton Avenue to Burnett Avenue connection consistent with the City's General Plan Transportation Element.
 - iii. The Monterey Road Alignment East of UPRR will require the reconstruction of the Butterfield Boulevard overpass.
 - iv. The Monterey Road Alignment affects Depot Street and Mc Laughlin Avenue. Please consider the following two options:
 - Both Mc Laughlin Avenue and Depot Street would need to be depressed to meet with East Main Avenue underpass; or
 - Cul-de-sac both Mc Laughlin Avenue and Depot Street.
 - v. Complete the connection of Hale Avenue to Madrone Parkway.
 - vi. Eastern Morgan Hill connections should include connecting Murphy Avenue consistent with the City's General Plan Transportation Element.

All street crossings of the HSR tracks must be grade separated and any roadway connections identified above must be complete prior to closure of Monterey Road to mitigate the temporary loss of Monterey Road.

- b. If one of the 101 Alignments are chosen:
 - i. Any HSR improvement that involves alterations to off and on ramps and closure of ramps must ensure the interchange is kept open at all times.
 - ii. Eastern Morgan Hill connections should include connecting Murphy Avenue consistent with the City's General Plan Transportation Element.
 - iii. Complete the Tilton Ave to Burnett connection consistent with the City's General Plan Transportation Element.
 - iv. The EIR/EIS should describe the construction impacts on the Morgan Hill transportation system on all alignments. The City is especially concerned about construction impacts to Highway 101 and the traffic that would be likely to use local streets for circulation during the construction period.
 - v. Construction impacts could include street closures, lane closures, sidewalk closures, railroad crossing closures, and detours. The impacts to all modes should be described and analyzed. These would include intersection LOS analysis, potential cut-through traffic on neighborhood streets, transit travel

- time analysis, truck delivery routing, and pedestrian and bicycle routing. Although perhaps not a CEQA issue, the City of Morgan Hill would request an analysis of impacts to parking, particularly in the downtown area.
- vi. A traffic handling plan for construction must be coordinated with, and reviewed by, Morgan Hill Public Works Director and Building Official prior to road closures.

Caltrain and HSR Connectivity:

1. The EIR/EIS should describe the holistic impacts on the Morgan Hill transportation system. How do any of the HSR alternatives relate to Caltrain service expansion and connectivity?
2. How will Morgan Hill residents make a transit connection to Gilroy to utilize the HSR system? VTA is currently working on the Next Network Plan, which may drastically change transit service availability in South County. What has HSR assumed in the ridership modeling for a transit connection? Will HSR be contributing to this service? VTA has suggested that taxis and on demand service or City of Morgan Hill funded shuttles might fill the transit void. The City of Morgan Hill has not supported these suggestions to date and believes that good publically sponsored transit service is necessary for both Caltrain and HSR to be successful and sustainable in the future. Please address this topic in the EIR/EIS.
3. HSRA will partially fund the electrification of the tracks north of Morgan Hill at Diridon Station. Please clarify how Caltrain's electrification north of Morgan Hill may impact services in Morgan Hill in the future. Please be specific on timing and phasing of service changes in the City of Morgan Hill if anticipated to happen during electrification construction. What is the Caltrain service assumption for South County under this plan? The City of Morgan Hill understands that when Caltrain is fully electrified all of the City of Morgan Hill Caltrain trips from South County will require a transfer in San Jose to head northward—this is not ideal as commuters especially appreciate a one-seat ride and is likely to impact ridership which will need to be addressed. Will that increase vehicle trips through the City of Morgan Hill? How will this be mitigated? How does this impact the traffic circulation challenges during the construction of the HSR train project since Caltrain service takes trips off of the local and regional transportation system?

Alternatives

We are requesting that the CHSRA study all five Morgan Hill alignment options through the EIR/EIS process so that the impacts are fully studied and understood before making a decision on the preferred alternative. The five alternatives would be: (1) Highway 101 right-of-way, (2) Monterey/Union Pacific Rail Road at grade, (3) East of Union Pacific Rail Road tracks viaduct, (4) East of Highway 101 viaduct, and (5) West of Highway 101 viaduct. Limiting the study to only options 2 and 5 as expressed in your November 30, 2016 communication is unacceptable

The alternatives being considered through Morgan Hill would permanently impact the character of Morgan Hill, our residents' quality of life, and the City's financial sustainability. Disturbing and displacing residents from their homes and existing businesses is simply unacceptable and the CHSRA should do everything in its power to explore every option available to avoid this kind of impact.

1. If any alternatives are seen as unavailable options for the project, an analysis should identify the reasons those alternatives are not an option.
2. Historic alternatives should not be abandoned until there is an equivalent level of study completed for the new alternatives so that all the alternatives can be evaluated equally, this includes the East of 101 alternative, the utilization of 101 alternative and the downtown viaduct option.

Once again, the City appreciates the opportunity to provide more detailed environmental scoping comments, as more detailed information has become available about the East of UPRR alignment and two potential alignments on either side of US101. Please contact myself or Tiffany Brown, Associate Planner at Tiffany.Brown@morganhill.ca.gov with any questions or clarifications for the above.

Sincerely,



Edith Ramirez
Economic Development Director
City of Morgan Hill
17515 Peak Ave, Morgan Hill, CA 95037
Tel: 408.310.4633
Edith.Ramirez@morganhill.ca.gov

Exhibits:

1. Potential Property Impact Analysis, David J. Powers
2. Transportation, Land Use and Construction Impact Analysis, Hexagon Transpiration Consultants Inc.
3. Noise and Vibration Concerns, Illingworth & Rodkin, Inc.

City of Morgan Hill

Potential Property Impact Analysis of High Speed Rail

Morgan Hill has created a potential property impact analysis with the information provided by the High Speed Rail Authority (HSRA) on each alignments. This information is intended to help the HSRA in the determination of a preferred alignment and to provide further clarification of the properties that may be affected based on the available information of the alignments.

HSR Alignment East of UPRR (at grade or in elevated structure)

Non-Residential properties affected by the High-Speed Rail UPRR Alignment			
APN	Non-Residential Use	Units/Notes	Non-Commercial Square Footage
72501032	Josephine's Bakery	1 building and a parking lot	5,780
72642010	Irish Construction	1 building and a parking lot	18,004
72642003	RV Rent/Buy, Park Family RV	1 building and parking lot	625 +
72642002			
72642001		Parking lot	
72641021	Hallmark Equipment, Superior Auto &RV	2	12,532
72641020	Patricia's Pet Care and Home Services	Mixed use property	9,185
72641018	Budget Inn Motel	15	8,587
72641065	Parking Lot and Open Space		39,204
72636009	Community Garage Auto		3088
72636008	Ernie's Bar /Madrone Market/Barber Shop	3	6,700
72636003	Rancho Motel/Martini Club	Mixed use property	5,118 for club, total square foot of the lot - 36,600
72636002	MMS Behavioral Day Program	Sensitive Program. Historic significance as occupying the 18980 Monetary site (Cribari family winery)	4060
72636059	Burke's Upholstery / UHAUL rental		328,006

72635025	Paramit Medical Manufacturing		151,242
72635026	Historic Water Tank	Sensitive	
76410008	some building. Not sure what it is	1	7430
76410010	Gas Station		3600
76410014	Gateway Retail Center	Gateway for City	6,740
72625075	Velodyne LIDAR	2 stories	61,198
72625041	Operating Engineers Local 3	1 Story	9,673
72625065	Terrasat Communications Inc	1 Story	35,300
72625064	Terrasat Communications Inc		
72622055	Pinnacle Manufacturing, Morgan Hill Cross Fit and Main Data Group	1 story U shaped building with parking spaces on 3 sides	85,135
72622054	U Mobile Communications	1 story 2 units, 3 buildings on lot + parking spaces	24,670
72615071	Public Parking Lot		264,409
72615072	Morgan Hill Community Garden	Sensitive Use	77,536
72612006	Public Buildings (Santa Clara County probation, SC County Superior Court, South County Morgan Hill Townhouse)	<i>Note: The alignment is right adjacent to the parcel. This parcel has some undeveloped area and a big parking lot in front of the buildings</i>	
817-11-065	General Industrial Uses (Possibly Grief Bros Corp)		Lot sq feet: 103, 237
817-11-066	Grief Bros Corporation - Packaging supply store	1 story	105,731
817-58-005	Public Warehousing (Including mini- storage facilities)	1 story 462 units	69,615
817-58-018	Thompson and Harvey Transportation (16530 Railroad Ave), Grant's Garage (16550) and South County Collision Center (16540)	2 stories and 8 units	40,017
817-58-021	Lusamerica Foods	1 story	65,160
817-32-057	Westside Recycling center and open space	1 story 1 unit	400
817-32-043	Frank's Auto service	1 story 1 unit	13,750
817-29-028	Open Space and a small building on the bottom left corner.		total lot size - 537,530 sq feet
825-06-013	Cyclone RV cleaning Service		1,115

Residential properties affected by the High-Speed Rail UPRR Alignment					
APN	Type of Residential	Notes	Home Square Feet	Units	Lot Sq feet
72641020	Single Family Home	Mixed Use -Looks like it has a home based business	9,185	1	
72641042	Single family home		1,808	1	16,698
72636004	Single family home		1,364	1	0.42
72636003	Single Family Home	Mixed Use property		2	36,600
72626005	Single Family Homes			13	
726-51-133 - 726-51-079	3 story Townhouses			51	
72652001 - 72652010	Condos/Townhouse		1,808 to 2,274	10	
72604013	Apartment Homes (3 story)	Senior/Disabled Housing	32,500	40	60,548
81711058	Five or More Family (04)	2 stories	62,470	76	174,240
817-58-002	Single Family Home	1 story	1,200	1	109,771
			Total	196	

Potentially Impacted Properties APN Summary			
Residential	Non-Residential	Open Space	Mixed Use
72652010	72642003	81708029	72641020
72652009	81732043	82506023	72636003
72652008	72641065	76410006	
72652007	72636002	76410013	
72652006	72636009	81729028	
72651075	72636059	81707007	
72651074	76410014	76410015	
72651076	72642002	81758011	
72651077	72636008	72625028	
72651078	72622054	72625068	
72651079	81758005	72625069	
72651069	72625075		
72651068	72641021		
72651070	72641018		

Exhibit 1

72651071	72642010		
72636004	72612006		
72641042	72642001		
72651111	72625065		
72651110	76410008		
72651112	72622055		
72626005	72615072		
72652005	81758021		
72652004	82506013		
72652003	72625064		
72652002	72625041		
72652001	81711066		
72604013	72615071		
81711058	81711065		
72651072	76410010		
72651073	81732057		
81758002	81758018		
72651114	72635026		
72651115	72635025		
72651113	72501032		
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See Associated Map Exhibits

HSR West of 101

Non-Residential properties affected by the US 101 Alignment (west)			
APN	Non-Residential Use	Units/Notes	Non-Commercial Square Footage
726-35-014	Flextronics	1 story	155,353
726-33-027	Madrone Business Park		61,473
726-32-023	Cochrane Plaza		77,161
726-32-009	Cochrane Plaza	1 story 16 units 5 blds on lot	72,510
726-32-024	Extended Stay America Hotel	3 stories 92 units	41,223
726-32-026	Brethren Crossfit	1 story 1 unit	41,809
726-32-027	Commercial office building	1 story 1 unit	52,225
726-30-012	open space area and Shoe Place office building+Parking spaces	2 stories	257,296
726-01-001	Honda Car Dealership	2 stories	26,534
817-11-024	Home Depot		Lot sq feet: 109,771
817-10-001	Church		

Residential properties affected by the High-Speed Rail 101 Alignment (west)				
APN	Type of Residential	Home Square Feet	Units	Lot Sq feet
726-19-002	Single Family Home	2,165	1	40,994
726-18-043	Single Family Home	2,908	1	43,560
726-18-042	Single Family Home	2,940	1	41,619
726-18-037	Single Family Home	2,908	1	41,880

Exhibit 1

726-18-038	Single Family Home	2,690	1	30,236
726-18-036	Single Family Home	2,940	1	43,560
726-18-059	Single Family Home	3,284	1	12,001
726-08-073	Single Family Home	2,260	1	15,246
726-08-072	Single Family Home	2,190	1	13,940
726-08-071	Single Family Home	2,260	1	13,940
726-08-011	Single Family Home	1,686	1	13,300
726-08-010	Single Family Home	1,686	1	13,020
726-08-009	Single Family Home	1,686	1	12,632
726-08-008	Single Family Home	2,266	1	12,320
726-08-007	Single Family Home	2,368	1	22,008
726-08-006	Single Family Home	1,588	1	11,340
726-08-070	Single Family Home	1,686	1	10,890
726-08-003	Single Family Home	1,579	1	11,174
726-08-002	Single Family Home	1,686	1	13,300
726-08-069	Single Family Home	1,686	1	13,300
726-08-026	Single Family Home	1,686	1	7,808
726-08-025	Single Family Home	1,686	1	9,520
726-08-024	Single Family Home	1,686	1	10,010
726-08-023	Single Family Home	2,192	1	10,500
726-08-022	Single Family Home	2,254	1	10,990
726-08-021	Single Family Home	3,632	1	11,480
726-08-020	Single Family Home	2,254	1	11,970
726-08-019	Single Family Home	1,686	1	12,390
726-07-089	Current application with the city for 9 residential units		9	
817-60-024	Single Family Home	3,520	1	132,422
817-60-025	Single Family Home		1	
817-60-030	Single Family Home	2,220	1	46,609
817-60-029	Single Family Home	2,122	1	48,106
817-60-028	Single Family Home	2,362	1	46,609
817-10-062	Single Family Home	3,304	1	20,426
817-10-061	Single Family Home	3,201	1	15,080
817-10-060	Single Family Home	3,021	1	12,062
817-10-059	Single Family Home	3,021	1	10,527
817-10-058	Single Family Home	2,805	1	8,562
817-10-057	Single Family Home	3,021	1	8,245
817-10-056	Single Family Home	2,805	1	7,133
817-10-055	Single Family Home	2,498	1	7,132
817-10-053	Single Family Home	1,674	1	4,324
		Total No. of homes	51	

Potentially Impacted Properties APN Summary (west 101)		
Residential	Non-Residential	Open Space
81710060	81711024	81709039
81710055	72630012	81708019
72608069	72632027	72632025
72608020	81710001	72630013
81760028	72632023	81711073
81710059	72633027	81709041
72608025	72601001	72607021
72608021	72632024	
72608011	72632026	
72608026	72632009	
72608010	72635014	
72608024		
72608003		
72608006		
81710053		
72618043		
81710056		
81710057		
72608022		
72608071		
72619002		
72618036		
72608007		
81710058		
72608073		
72608072		
72608009		
72608023		
72618037		
72618042		
81710062		
72608008		
81760030		
72618059		
72608070		
81760024		
72618038		
72608019		

72608002		
81760029		
81710061		
72607089		

See Associated Map Exhibits

HSR East of 101

Non-Residential properties affected by the High-Speed Rail 101 alignment (east)			
APN	Non-Residential Use	Units/Notes	Non-Commercial Square Footage
72817031	Ford Auto Dealership	2 stories 1 unit	26,400
81712003	Carl's Jr.	1 story 1 unit	3,453
81712004	La Hacienda Mexican Restaurant and Miniature Golf	2 stories	7,076
81712018	See Mo Cars	1 story 1 unit	11,291
81713001	Morgan Hill Outdoor Sports Center		1,531,569
81713036	Morgan Hill Aquatics Center		435,600

Residential properties affected by the High-Speed 101 alignment (east)			
APN	Type of Residential	Units	Lot in acres
81712006	Residential Apartment complex	70	7.6

Potentially Impacted Properties APN Summary (east 101)		
Residential	Non-Residential	Open Space
81712006	81712013	
	81712018	72821007-Drainage Ditch
	81712004	72817030
	81713036	81712012-Drainage Ditch
	81712003	
	81713001	
	72817031	



HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: September 21, 2016

To: Tiffany Brown, City of Morgan Hill

From: Gary Black

Subject: Transportation, Land Use and Construction Impact Analysis of HSR

Hexagon Transportation Consultants, Inc. has reviewed the proposed three alignment design options for the High Speed Rail (HSR) project through Morgan Hill, California. The three alignment options are described as follows and also shown on Figure 1:

- **Option 1:** The proposed high speed rail tracks would run through the downtown area at-grade. Monterey Road would need to be realigned north of Cochrane Road. Railroad Avenue would need to be realigned between San Pedro Avenue and Maple Avenue. All of the streets that currently cross the Caltrain/UP tracks at-grade would need to be rebuilt as underpasses.
- **Option 2:** The proposed high speed rail tracks would be elevated through the downtown area. Monterey Road and Railroad Avenue would need to be realigned as described in Option 1. All of the streets that currently cross the Caltrain/UP tracks at-grade would remain as is.
- **Option 3:** The proposed high speed rail tracks would by-pass the downtown area and be elevated to run parallel to US 101 on the west side of US 101.
- **Option 4:** The proposed high speed rail tracks would by-pass the downtown area and be elevated to run parallel to US 101 on the east side of US 101.

Hexagon evaluated each design option and identified their land use impacts, transportation impacts, and construction impacts. Option 4 would have the same type of impacts as Option 3 but would be more expensive to build because the HSR tracks would need to cross US101 in two places. Therefore, this paper focuses on Option 3 as the more viable US 101 alignment.

Land Use Impacts

Under each proposed alignment design option, different numbers of properties would need to be acquired for the right-of-way of the high speed rail tracks when it runs at-grade level or for the columns required every 200 feet when the high speed rail track is elevated.

Option 1

With Option 1, the high speed rail tracks are proposed to run through the Morgan Hill downtown area at-grade parallel to, and immediately east of, the existing Union Pacific railroad tracks. A 70-foot right-of-way would need to be acquired adjacent to the existing Union Pacific right-of-way, which would affect most of the properties along the east side of the alignment (see Figures 2a, 2b, and 2c). Currently, Monterey Road runs directly adjacent to the Union Pacific railroad tracks north of Cochrane Road. With the 60 feet right-of-way for the proposed high speed rail tracks, this section of Monterey Road would need to be realigned, and all the properties along the revised alignment

would need to be acquired. Railroad Avenue south of San Pedro Avenue would also need to be realigned, and the properties long the revised alignment would need to be acquired.

Under Option 1, all existing at-grade street crossings of the UP and HSR tracks would be made into underpasses. The following streets in Morgan Hill would be depressed to go under the tracks:

- Main Avenue
- East Dunne Avenue
- San Pedro Avenue
- Tennant Avenue

The following streets that intersect these streets would also need to be partially depressed to maintain their connections or cul-de-sacs: Depot Street, Church Street, and possibly McLaughlin Avenue. E. Middle Avenue is planned to be elevated over the tracks. The Butterfield Boulevard overpass would also need to be widened in order to provide enough space for the at-grade HSR tracks.

Either depressing or elevating streets affects the driveway connections of the surrounding properties. As an example, Figure 3 shows an illustration of the proposed underpass at Main Avenue between Monterey Road and Butterfield Boulevard. Figure 4 shows the additional properties and driveways that would be affected by the depressed section along Main Avenue. These affected properties would either be acquired, or their driveways would need to be regraded or removed.

Option 2

Under alignment design Option 2, the high speed rail track is proposed to run through the Morgan Hill downtown area with the same alignment as Option 1 but with the track being elevated. Therefore, all of the cross streets would remain as is. The UP railroad crossings would remain at-grade. The elevated high speed rail track would require one column every 200 feet. Therefore, the same property acquisition as Option 1 would be required for the alignment. Monterey Road would need to be relocated north of Cochrane. No underpasses are required for this option, and the Butterfield Boulevard overcrossing would not need to be widened.

Options 3 and 4

Under alignment Option 3, the high speed rail tracks would bypass the majority of Morgan Hill developed land. The rail tracks would be elevated and would run adjacent to US 101 (see Figures 5a and 5b for Option 3; Figures 6 for Option 4). Under both Options 3 and 4, properties along the alignment would also need to be taken because of the required columns every 200 feet. However, the land is generally less developed.

Transportation Impacts

Option 1

The impacts of each alignment option would be different on the Morgan Hill transportation system with the build-out of the high speed rail project. Under Option 1, the transportation system of Morgan Hill would benefit by the elimination of at-grade railroad crossings in the downtown area. The HSR preliminary design shows Tilton Avenue to be cul-de-saced and the connection to Monterey Road eliminated. This is not in conformance with the Morgan Hill General Plan, which calls for Tilton Avenue to be connected to Burnett Avenue. An overpass or underpass will be needed, as will a connection to the realigned Monterey Road. A The preliminary HSR design shows

the GP planned extension of Madrone Parkway to Hale Avenue with a connection to the realigned Monterey Road.

Option 2

Option 2 would have the same planned extension of Madrone Parkway and would need to also include the planned Tilton Avenue connection to Burnett Avenue. All of the at-grade crossings between the east-west streets and the Union Pacific railroad tracks would remain as is. While Monterey Road and Railroad Avenue would be realigned, their connectivity and function would remain the same. Thus, Option 2 would benefit the Morgan Hill transportation system by adding the new connection between Monterey Road and Hale Avenue at Madrone Parkway.

Options 3 and 4

Options 3 and 4 would not result in any changes to the Morgan Hill motor vehicle transportation system. The space under the elevated tracks would provide an opportunity for a multiple-use trail for pedestrians and bicyclists. The City would need to work with the HSR Authority to design the crossings of the possible trail at the interchanges. At-grade crossings would not be safe, so the crossings will need to be under- or over-passes.

Construction Impacts

Construction of the HSR tracks would impact the Morgan Hill transportation system including street closures, lane closures, sidewalk closures, railroad crossing closures, and detours. The main impacts under each design option are described as follows:

Option 1

With Option 1, Monterey Road north of Cochrane Road would need to be realigned, which might result in closure of Monterey Road during construction. Currently, only Monterey Road and US 101 run directly through Morgan Hill. US 101 is already congested during peak times under existing conditions. No widening of US 101 is planned. Table 1 shows the forecasted average daily traffic (ADT) and corresponding roadway level of service (LOS) at several locations along Monterey Road under Year 2035 General Plan conditions. Three out of eight segments along Monterey Road are projected to serve ADT equivalent to unacceptable LOS F.

Table 1
Year 2035 General Plan Conditions Monterey Road Segment Analysis

Roadway Segment		2035 General Plan Condition	
		ADT ¹	LOS ²
1	Monterey Road between Kirby Avenue and Tilton Avenue	30,872	F
2	Monterey Road between Peebles Avenue and Madrone Parkway	33,269	F
3	Monterey Road between Cochrane Road and Old Monterey Road	19,584	D
4	Monterey Road between Wright Avenue and El Toro Street	17,164	C
5	Monterey Road between 3rd Street and 4th Street	13,503	C
6	Monterey Road between San Pedro Avenue and Cosmo Ln	26,140	D
7	Monterey Road between Vineyard Boulevard and Watsonville Rd	26,985	D
8	Monterey Road between Starswept Ln and East Middle Avenue	29,446	F
Note: Source: Morgan Hill 2035 General Plan Update. 1. ADT = Average two-way daily traffic. 2. LOS = Level of service based on daily volume planning thresholds. Peak hour traffic operations may be worse than shown for daily conditions.			

The 2035 General Plan includes improvements to enhance north-south connectivity and relieve some of the pressure off of Monterey Road. The following improvements should be provided if Monterey Road is to be partially or completely closed during certain periods of construction.

- Extension of Hale Avenue/Santa Teresa Boulevard as a 2-lane arterial between Main Avenue and Spring Avenue.
- Extension of Murphy Avenue/Mission View Drive as a 2-lane multi-modal arterial between Half Road and Dianna Avenue.
- Realignment of DeWitt Avenue as a 2-lane arterial with Sunnyside Avenue
- Extension of Hill Road/Peet Road as a 2-lane collector between Half Road and Main Avenue.

Before any partial or complete closure of Monterey Road during construction, a detour plan should be prepared and submitted to the City for approval. The detour plan should show the proposed times of closure, the proposed detour routes, and the capacity of the detour routes to accommodate increased traffic during the times of closure.

Building underpasses on the east-west street crossings of the HSR tracks would also result in street closures. Table 2 shows the forecasted average daily traffic (ADT) and corresponding roadway level of service (LOS) on these east-west streets under Year 2035 General Plan conditions. Based on the forecasted average daily traffic on these streets under Year 2035 General Plan conditions, all of the streets would operate at LOS C or D. Therefore, it would not be possible to close more than one east-west street at a time.

Table 2
Year 2035 General Plan Conditions East-West Street Segment Analysis

	Roadway Segment	2035 General Plan Condition	
		ADT ¹	LOS ²
1	Cochrane Road between Adams Ct and Woodview Avenue	27,597	D
2	West Main Street between Hale Avenue and Del Monte Street	6,693	C
3	East Dunne Avenue between Depot Street and Butterfield Boulevard	19,838	D
4	Tennant Avenue between Vineyard Boulevard and Railroad Avenue	17,164	C
Note: Source: Morgan Hill 2035 General Plan Update. 1. ADT = Average two-way daily traffic. 2. LOS = Level of service based on daily volume planning thresholds. Peak hour traffic operations may be worse than shown for daily conditions.			

Option 2

The construction of Option 2 would create the same issues with potential closure of Monterey Road and the need to provide alternative routes. Since the tracks would be elevated over the east-west cross-streets, it is not known whether the cross-streets would need to be closed for construction. If they would need to be closed, only one cross-street should be closed at a time.

Options 3 and 4

Under alignment Options 3 and 4, the high speed rail tracks would bypass the downtown area so there would not be any construction impacts to Monterey Road or the east-west cross-streets. However, there could be construction impacts to the three US101 freeway interchanges. Along US 101, the interchanges with Tennant Avenue, Dunne Avenue, and Cochrane Road provide access to most of the City of Morgan Hill. The level of service results under Year 2035 General Plan conditions show that the intersections at these three interchanges would operate at LOS D or better conditions (see Table 3). However, because of the importance of the interchanges for access to adjacent properties and the overall City of Morgan Hill, all three interchanges should be kept open during construction.

Table 3**Year 2035 General Plan Conditions Intersection Level of Services at US 101 Interchanges**

	Roadway Segment	Peak Hour	2035 General Plan Condition	
			Delay (sec/veh)	LOS
1	US 101 SB Ramps and Dunne Avenue	AM	21.0	C
		PM	18.2	B
2	US 101 NB Ramps and Dunne Avenue	AM	12.9	B
		PM	14.7	B
3	US 101 SB Ramps and Tennant Avenue	AM	32.3	C
		PM	50.3	D
4	US 101 NB Ramps and Tennant Avenue	AM	12.9	B
		PM	11.3	B
5	US 101 SB Ramps and Cochrane Road	AM	14.4	B
		PM	21.1	C
6	US 101 NB Ramps and Cochrane Road	AM	13.6	B
		PM	13.1	B

Source: Morgan Hill 2035 General Plan Update.

Conclusions

As discussed above, with the build-out or during the construction process of the HSR tracks, each of the three proposed alignment options would have different impacts on the Morgan Hill transportation system and on the surrounding properties. Table 4 summarizes these impacts of each option.

Table 4
Impacts Summary of the Proposed HSR Alignment Options

Alignment	Options	Land Use Impacts	Transporation Impacts	Construction Impacts
	Option 1 (Downtown at-grade)	- - - -	+ +	- - -
	Option 2 (Downtown elevated)	- - -	+	- -
	Options 3 (West of US 101 alignment)	- -	0	-
	Options 4 (East of US 101 alignment)	-	0	-
Notes: " - " represents negative impacts " + " represents benefits " o " represents no impacts				

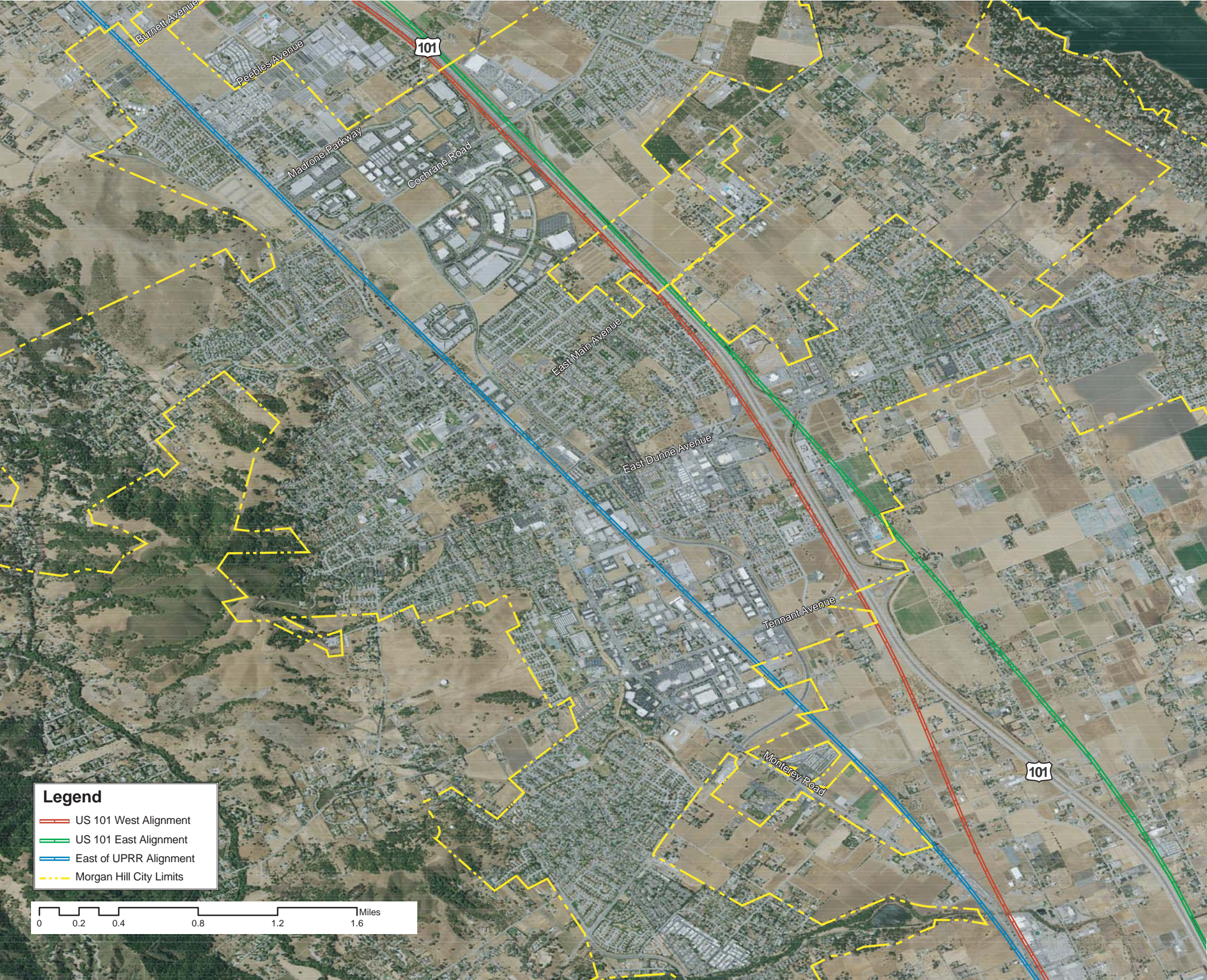


Figure 1
Alignment Options for the Proposed High Speed Rail Track



Figure 2a
Affected Properties by Option 1 (2) - East of UPRR Alignment



Figure 2b
Affected Properties by Option 1 (2) - East of UPRR Alignment



Figure 2c
Affected Properties by Option 1 (2) - East of UPRR Alignment

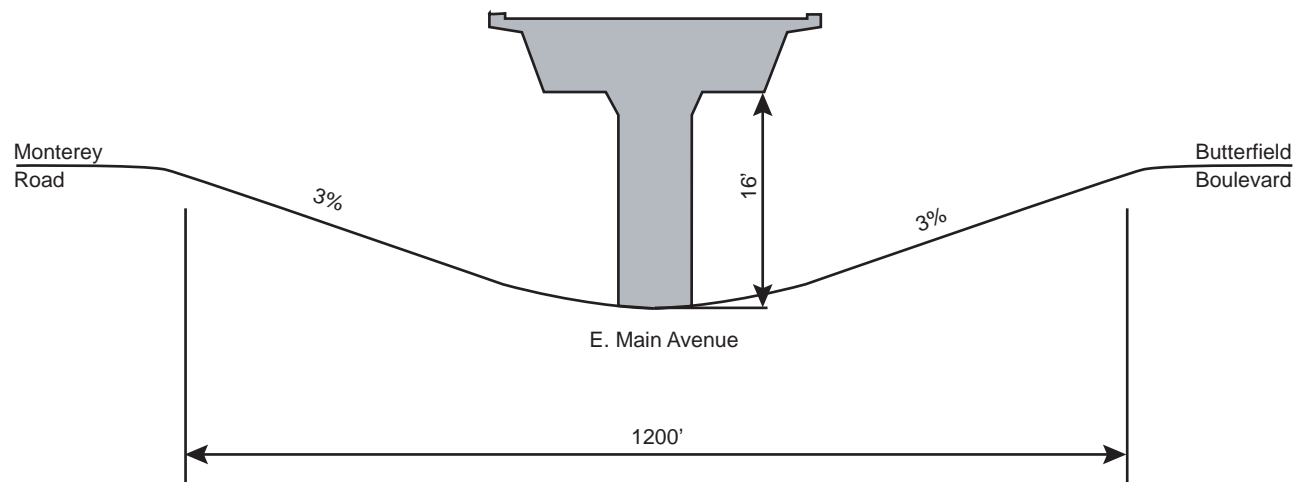


Figure 3
Proposed Underpass at Main Avenue

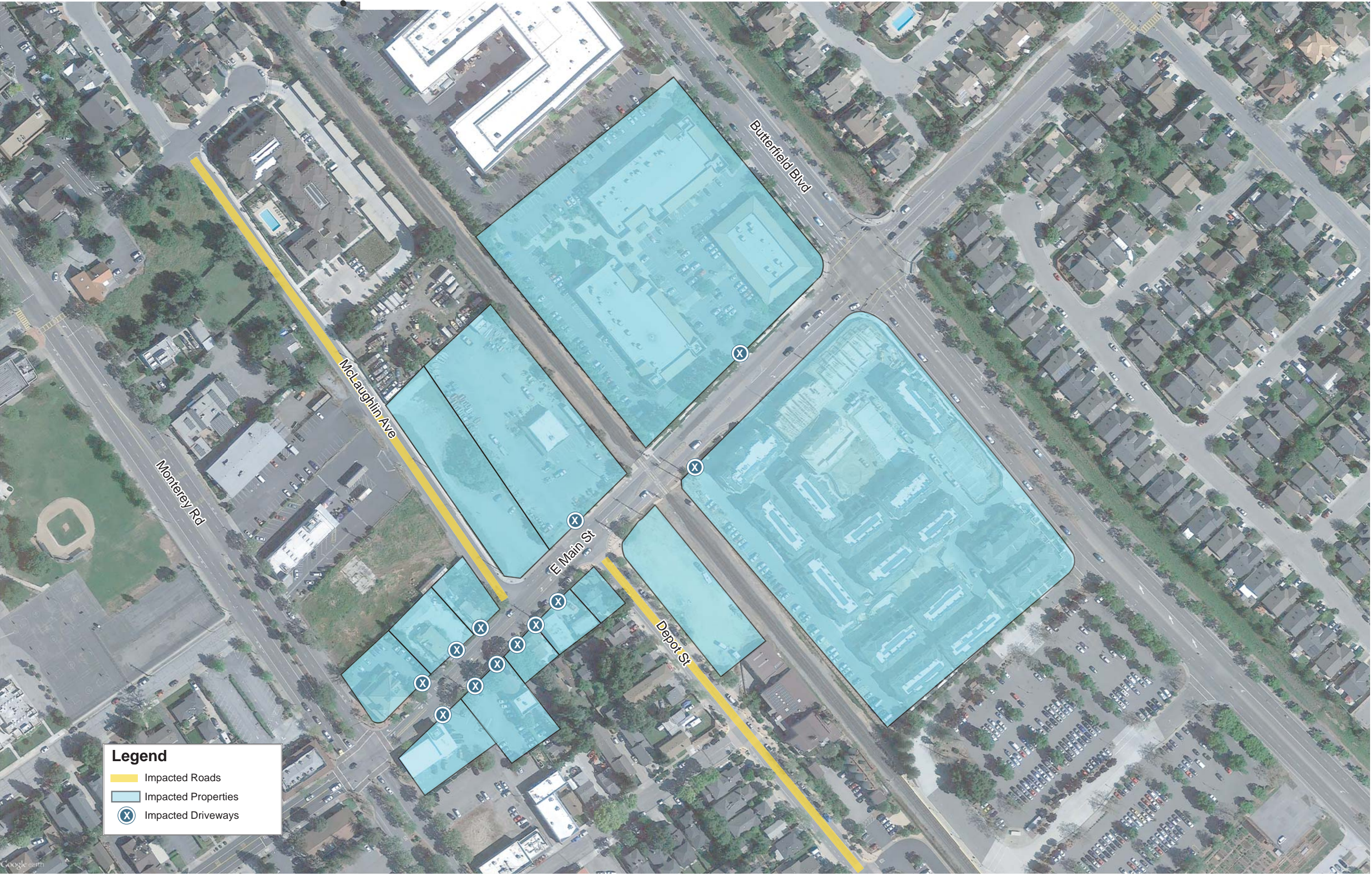


Figure 4
Affected Properties and their Driveways by the Proposed Underpass



Figure 5a
Affected Properties by Option 3 - West of US 101 Alignment

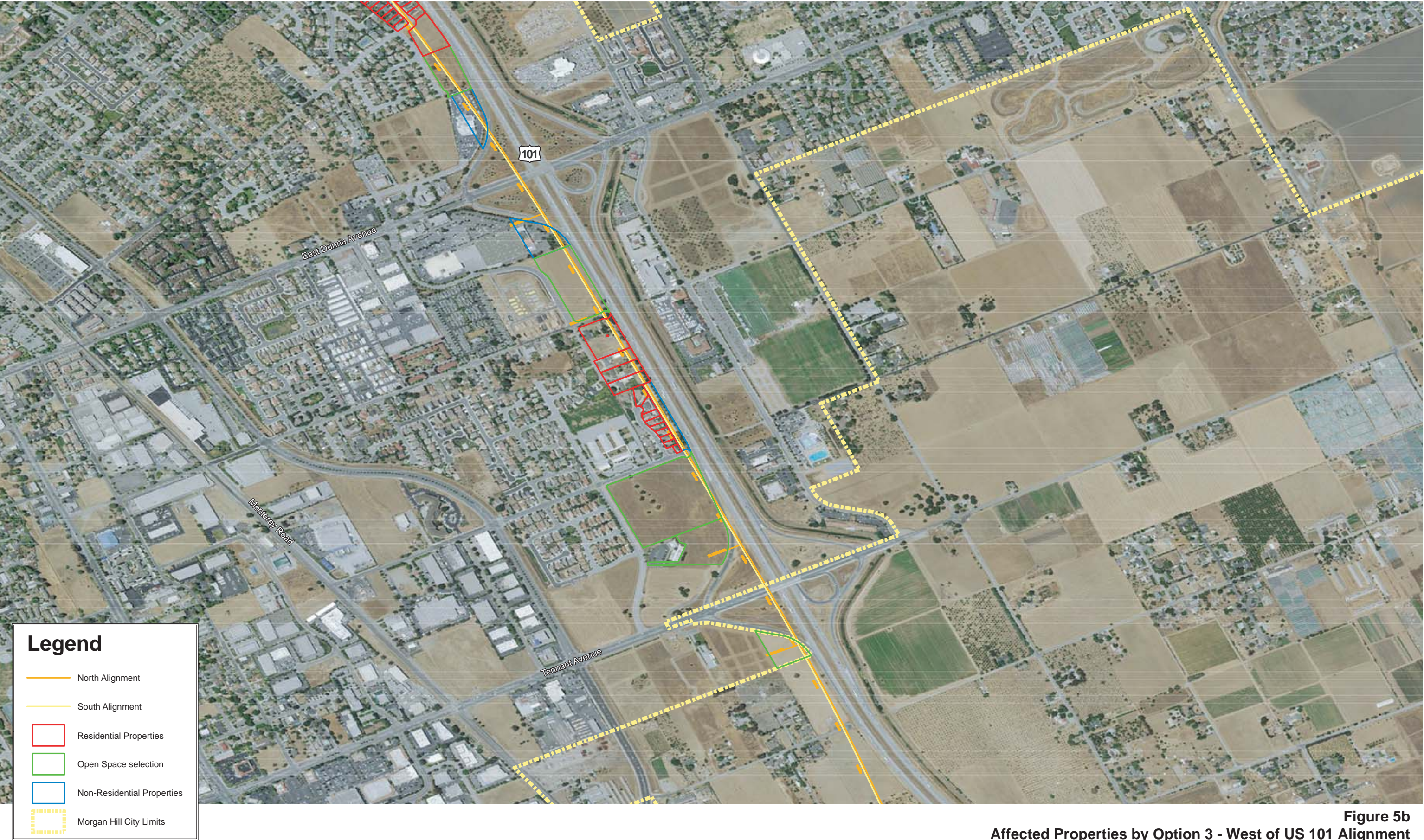


Figure 5b
Affected Properties by Option 3 - West of US 101 Alignment

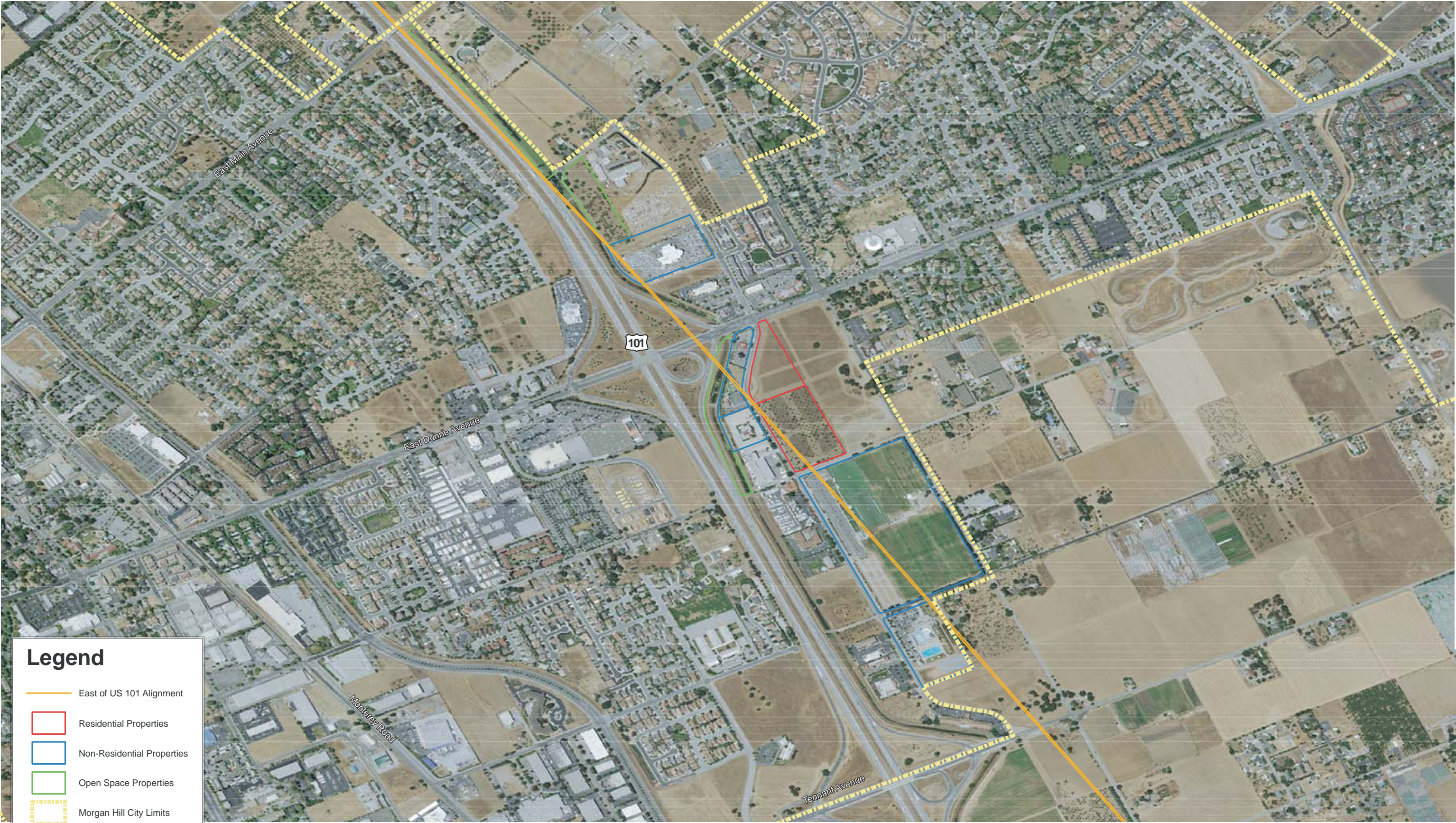


Figure 6
Affected Properties by Option 4 - East of US 101 Alignment

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July 12, 2016

Akoni Danielsen
David J. Powers & Associates, Inc.
1871 The Alameda, Suite 200
San José, CA 95126

VIA E-Mail: ADanielsen@davidjpowers.com

**Subject: Preliminary Review of California High Speed Train Project
Noise and Vibration Concerns
City of Morgan Hill, CA**

Dear Akoni,

Based on our review of the Preliminary Alignment Map for the California High Speed Train Project from San Jose through Merced for the Morgan Hill/Gilroy Subsection, we have the following concerns regarding increased noise and vibration levels:

- HSR would be located within 200 feet of residences in the following areas, potentially resulting in high noise and vibration levels:
 - Residences west of Monterey Road, north and south of Tilton Avenue,
 - Residences west of HSR alignment, along McLaughlin Ct, McLaughlin Ave, and Central Ave.
 - Residences east and west of the HSR alignment near Dunne Avenue,
 - Some rural residences between Maple Avenue and Middle Avenue,
 - Residences west of the HSR alignment and south of Middle Avenue,
 - Some rural residences located west of the HSR alignment and south of California Avenue,
 - Residences north of Caris Court to Masten Avenue,
 - Residences east of the HSR alignment between Market Street and Rucker Avenue,
 - Residences east of the HSR alignment along Cohansey Avenue and Las Animas Avenue

- Residences on Sarafina Way, and
 - Residences on Railroad Street.
- Monterey Road would be moved closer to residences east of the alignment between Burnett Avenue and Mandrone Parkway. This is anticipated to raise noise levels at these locations. For areas where land is acquired and structures are removed to allow for the Monterey Road realignment, the reduction in shielding to second and third row receptors may further raise noise levels.
- Main Avenue would be expanded, potentially resulting in increased noise levels at residences along Main Avenue between Monterey Road and Depot Street.
- The proposed East Middle Avenue Overhead alignment would potentially cut through residential areas, resulting in increased noise levels and reduced shielding where structures are removed to accommodate the alignment.
- Monterey Road would be moved closer to residences between California Road and San Martin Avenue. This may raise noise levels at these locations. For areas where land is acquired and structures are removed to allow for the Monterey Road realignment, the reduction in shielding to second and third row receptors will further raise noise levels.
- The proposed San Martin Avenue Underpass would potentially cut through residential areas, resulting in increased noise levels and reduced shielding where structures are removed to accommodate the alignment.
- The proposed Masten Avenue / Fitzgerald Road Underpass alignment would move traffic closer to residences on 1st Street, resulting in increased noise levels.
- The proposed Rucker Avenue Underpass alignment would move traffic closer to residences on Fitzgerald Avenue, resulting in increased noise levels.
- The proposed Buena Vista Avenue Underpass would potentially cut through residential areas, resulting in increased noise levels and reduced shielding where structures are removed to accommodate the alignment.

We hope that these areas of concern can be addressed in-depth within the Noise Study for the Environmental Impact Report. Thank you for consideration of our concerns.

Sincerely,



Dana M. Lodico, PE, INCE Board Cert.
Senior Consultant

City of Morgan Hill

Community & City Comments and Concerns for High Speed Rail (HSR) Project

To further educate and assist Morgan Hill residents in providing comments to High Speed Rail Authority (HSRA), the City has set up a webpage where comments can be entered. The purpose of this document is to provide these general comments and concerns to HSRA, in addition to the comments and concerns that were heard at the November 16, 2016 City Council meeting.

Noise

- The General Plan identifies maximum noise levels within the different land use areas in our City. There are two types of alignments proposed for Morgan Hill; an elevated structure option, and an at grade on a berm option. What is the noise impact for an elevated structure versus a structure on a berm, and will the different options meet the General Plan maximum noise levels allowed in each land use area?
- If noise mitigations are proposed to meet the General Plan maximum noise levels allowed, what are the noise mitigation options for the project? Will there be additional mitigations for the nearby residents and businesses?
- How does noise change at different speeds?
- Our Zoning Ordinance and Architectural Review Handbook articulate aesthetically pleasing requirements for structures, accessory structures visible from the public right of ways, walls, fencing, etc. Are there noise mitigations that are visually attractive that will meet the requirements in our Handbook?

Safety

- The Architectural Review Handbook, Downtown Specific Plan, and Police Department require lighting for new development, trails, and parks for safety reasons. Will the HSR project have lighting for safety?
- The Building Department and the Zoning Ordinance requires mechanical equipment and/or maintenance areas to be secured from the public and screened from public right of ways. In addition, the type of screening is subject to the Architectural Review Handbook. How would maintenance areas be secured for safety purposes and will it meet the Architectural Review Handbook and Zoning Ordinance Standards?

- What is the safety mechanism if the train is derailed for both the elevated structure and at grade on a berm options?
- Is HSR required to reduce speeds through the dense, populated, and urban areas through Morgan Hill?

Construction

- How long will construction last?
- Will the Morgan Hill segment begin construction independent of progress in San Jose or Gilroy?
- The Building department prefers a master plan be submitted for new development within Morgan Hill to help understand the different phasing of a project and plan for potential construction impacts. Would HSR submit some type of master plan to our City and how would HSR mitigate construction impacts?
- The General Plan identifies roadway improvements and connections to provide better circulation throughout our City. While the project is under construction, it may temporarily close off existing street connections and impact circulation. Will additional north-south corridors be completed through Morgan Hill (such as the Santa Teresa/Hale Avenue extension) to mitigate traffic impacts?
- What are other roadway improvements or street connections may be needed to mitigate construction impacts?
- Will grade separations be completed prior to HSR project-related work?
- With larger project, the Building, Fire, and Police department encourage a Traffic Handling Plan be reviewed prior to any road closures. Will HSR prepare a Traffic Handling plan and have our City review it prior to road closures?
- Highway 101 and Monterey Road are major access routes to travel in and out of Morgan Hill. Will Monterey Road or all Highway 101 interchanges remain open and available during HSR project construction?

General

- What criteria will the Authority use to make a final decision on which alignment will be chosen in Morgan Hill?

- Could decisions on station location in Gilroy have an impact on the alignment through Morgan Hill?
- Will the State of California guarantee funding for the operations and maintenance of the HSR project before construction begins?
- Will there be a plan for removal of any constructed structures if the project fails but construction has already taken place?
- What is the forecast of passenger usage, revenue, and maintenance cost to operate over the next 20 years?
- How would HSR protect/preserve cultural resources?
- Are there marketing and promotion opportunities within the system (at stations or in trains) to promote Morgan Hill as a tourism destination?
- The Public Works department reviews new projects to meet the standards within the current code, and opportunities to achieve goals within the General Plan. One of the goals is to bring reclaimed water to Morgan Hill. Depending on the chosen alignment and elevated or at grade on berm option, Will the HSR project bring reclaimed water (purple pipe) from Gilroy to Morgan Hill?

Aesthetics

- Our Zoning Ordinance and Architectural Review Handbook discusses Scale and Massing of structures. Describe the size of the possible structures, the height, the width, and the roadway alterations needed, such as berms for the at-grade alternative.
- Is there flexibility in the height of the aerial structure?
- Our Planning Division studies the visual impacts of new construction. Can HSR design a taller or shorter aerial structure if requested by the community?
- The Downtown Specific Plan and the Architectural Review Handbook strive to create esthetically pleasing and compatible development within our community. Are there gateway design and art opportunities in the structure to help incorporate the structure into our City?
- If an alignment is chosen where new underpasses are required, is there an opportunity to create artistic lighting?

- Our Municipal Code requires new development to install or undertake adjacent public improvements including the placing of existing overhead utilities underground. Will the HSR project undertake any adjacent public improvements and underground overhead utilities near the chosen alignment?
- The Planning and Community Services Departments require landscaping plans for new parks, trails, and development within the City. Will HSR work with the City and provide a landscaping plan for the project and nearby areas and maintenance corridors?

Socioeconomics

- The Economic Development Department emphasizes keeping our business in Morgan Hill and helping them meet their needs within Morgan Hill as they grow. Will all impacted businesses be relocated within the City?
- The Economic Department encourages development within Morgan Hill to support Morgan Hill by using local construction teams and shopping local for materials when feasible. Would HSR hire local construction and development teams for the project?
- Will HSR shop local for project materials?
- One of the City's goals is to enhance the wireless services. Will the HSR project include conduits for wireless communication facilities?
- Will the HSR project provide WiFi through the project? How far would the WiFi reach?
- Will HSR compensate residents and businesses for loss of any property or property value?
- Who determines fair market value?
- Will propriety owners not directly affected by HSR, but adjacent to the rail lines, be compensated for the loss in property value?
- When will information be available on which properties will be directly affected?
- Will all the alignments be studied in equal detail?
- Why is a trench down the middle of the 101 freeway ruled out? The environmental document should provide a detailed analysis within the EIR/EIS as to why it is not feasible.
- How will the HSRA determine the best alignment for Morgan Hill?

- Is there a solution for the section through Pacheco Pass? If no, should HSRA be under construction without certainty of connectivity and the possibility of leaving behind large structures that will turn into blight area of communities?
- How can the UPRR refuse to work with HSRA, when the HSRA has the right to initiate imminent domain?
- Will HSR reimburse the City and other tax entities for revenue loss of property tax, sales tax, and business to business tax?
- Will schools, residents and businesses displaced by the HSR project have relief on increased property taxes?
- The alignments will affect one of the best charter elementary schools in Morgan Hill (9530 Monterey Road, Morgan Hill, CA 95037). Will the HSRA buy land, construct/build necessary improvements, and help relocate the school?
- Will there be a feasibility study conducted? If yes, will this be shared with the public?
- Should the City notify all the property owners that they believe will be affected by the shown alignments? Or has HSRA already done this?

Traffic and Circulation

- Will HSR mitigate traffic impacts and ensure traffic circulation throughout South County?
- To be consistent with our General Plan Transportation Chapter in providing efficient circulation throughout Morgan Hill, can HSR complete roadway improvements such as under-crossings or completion of roadway systems or realignments of streets before project construction begins?
- Our General Plan identifies locations for the construction of new roadways and segments that will fill in the "missing links" and improve circulation throughout the city. Will HSR improve the following roads (if necessary) to maintain traffic circulation through Morgan Hill and can these roadway improvements be completed prior to HSR project work in South County?
 - a) Completion of Santa Teresa/Hale Avenue
 - b) Underpass for Tilton connection across Monterey Road

- c) Reconstruction of Butterfield overpass
- d) Depression of McLaughlin Ave. and Depot
- e) Cul-de-sac of Mc Laughlin Ave. and Depot
- f) Completion of Murphy Ave.
- g) Completion of Tilton to Burnett connection

Open Space and Agricultural Land

- The City of Morgan Hill has identified a need to preserve agriculture lands and has created a Agriculture Mitigation section within the Municipal Code. How will the alignments mitigate the loss of any agricultural land?
- How would the project impact or protect wildlife?
- Can the project be designed to allow for permeability for transit, pedestrians, cyclists, and wildlife?
- Will HSR create usable open space, trails, and park space underneath or adjacent to the structure to avoid vacant, unmaintained lands?