

Appendix A

Notice of Preparation and Scoping Comments



County of Santa Clara

Department of Planning and Development
Planning Office

County Government Center, East Wing, 7th Floor
70 West Hedding Street
San Jose, California 95110-1705
(408) 299-5770 FAX (408) 288-9198
www.sccplanning.org



NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE SARGENT QUARRY PROJECT

Project Applicant: Verne Freeman, Sargent Ranch Management Company

File Number: 10747-15P

Assessor's Parcel Numbers: 810-38-014, -016, and -017

As the Lead Agency, the County of Santa Clara will prepare an Environmental Impact Report (EIR) for the Sargent Quarry Project. A brief description of the proposed project (including figures) and a summary of the potential environmental effects are attached. The project proposes operation of a sand and gravel mining operation and construction and operation of aggregate processing facilities on an approximately 320-acre area four miles south of the City of Gilroy, California. The project requires adoption of a Reclamation Plan and issuance of a Conditional Use Permit for the 30-year operational term of the quarry.

A Public Scoping/Community Meeting to solicit comments for the Notice of Preparation will be held at the Gilroy Library located at 350 West 6th Street, in Gilroy, California, on **Wednesday, August 10, 2016, from 6:00 p.m. and 8:00 p.m.** In accordance with the California Environmental Quality Act (CEQA), comments on the Notice of Preparation are due within 30 days of receipt of this notice. Please address your comments to:

County of Santa Clara
Planning Office
Attention: David Rader
County Government Center
70 West Hedding Street, 7th Floor, East Wing
San Jose CA 95110
david.rader@pln.sccgov.org

Prepared by:
David Rader, Senior Planner

Approved by:
Rob Eastwood, Planning Manager, AICP

David M. Rader
Signature

7/21/16
Date

Signature

7/21/16
Date

Introduction

The purpose of an Environmental Impact Report (EIR) is to inform decision-makers and the general public of the environmental effects of a proposed project that an agency may implement or approve. The EIR process is intended to provide information sufficient to (a) evaluate a proposed project and its potential for significant impacts on the environment, (b) to examine methods of reducing adverse impacts; and (c) to consider alternatives to the project.

The EIR for the proposed project will be prepared and processed in accordance with the California Environmental Quality Act (CEQA) of 1970, as amended. In accordance with the requirements of CEQA, the EIR for the Sargent Quarry Project will include the following:

- A summary of the project;
- A project description;
- A description of the existing environmental setting, potential environmental impacts, and proposed mitigation measures;
- A cumulative impact discussion;
- Alternatives to the proposed project; and
- CEQA required environmental consequences, including (a) any significant environmental effects which cannot be avoided if the project is implemented; (b) any significant irreversible and irretrievable commitments of resources; (c) the growth inducing impacts of the proposed project; and (d) effects found not to be significant.

Project Location

The project site is located approximately four miles south of the City of Gilroy, California, west of Highway 101 in Santa Clara County. The project area is accessed via Old Monterey Road. The project location is shown on attached Figure 1: Regional Map, Figure 2: Vicinity Map, and Figure 3: Aerial Photograph. Project activities would occur within Assessor's Parcel Numbers 810-38-014, -016, and -017, as shown in attached Figure 2.

Project Description

Overview

The project proposes a sand and gravel mining operation, as well as construction and operation of aggregate processing facilities, on approximately 320 acres of the approximately 6,400-acre Sargent Ranch property. Aggregates are materials (such as sand, gravel, and crushed rock) that, along with water and Portland cement, are an essential ingredient in concrete. The approximately 320-acre area where mining activities would occur is currently used for cattle grazing. The remaining approximately 6,083 acres of the Sargent Ranch would be maintained in their current conditions and would not be utilized for mining, processing, or reclamation activities. The project requires Santa Clara County approval of a Reclamation Plan and issuance of a Conditional Use Permit for the 30-year operational term of the quarry.

Alluvial sand and gravel deposits (consisting of conglomerate, sandstone, and siltstones) would be mined, processed, and sold to companies for use at construction sites in the region. These deposits exist on hills at Sargent Ranch as a result of geologic plate-tectonic actions between the North American Plate and the Pacific Plate, as well as the San Andreas Fault and the Sargent Fault. These alluvial sand and gravel deposits have been uplifted up from their original location along historic riverbeds at the valley floor to a height of approximately 600 feet above sea level. Sand and gravel deposits would be mined in an open-pit fashion to an approximate depth 200 feet above sea level as part of the project. No underground mining would occur; rather, hillslopes within mining areas would be cutback with the quarry floor no deeper than the base of the hillslopes. The open-pit mining area would include sidewalls and benches to provide for the stability of the quarry slopes.

It is estimated that approximately 38,700,000 cubic yards of sand and gravel (as well as the overburden, or material overlying the sand and gravel deposits) would be mined over the 30-year permit term of the quarry. Mined sand and gravel aggregate deposits would be sold locally for a variety of construction-related uses. Overburden and/or unsaleable material as concrete-grade aggregate would be stockpiled and sold as engineered fill or used in the final reclamation of quarry slopes at the conclusion of each mining phase, which is described further below.

Mining Phases 1 and 2

Sand and gravel would be extracted year-round from within an approximately 238-acre mining area in four phases during the 30-year term of the Conditional Use Permit. Phase 1 and Phase 2 mining areas are located on two hilltops on either side of Sargent Creek at the southeast portion of Sargent Ranch, as shown in Figure 4: Site Plan. Materials would be excavated from west to east using mobile equipment (e.g. scrapers, bulldozers, and excavators) and loaded onto haul trucks. To transport mined material from the Phase 1 and Phase 2 mining areas, an approximately 1.6-mile-long, elevated conveyor belt would be constructed. The base of the conveyor would be elevated about four feet above grade. The conveyor belt would move the aggregate from the mining area to a 14-acre processing area in the northeastern portion of the site. An 11-foot-wide access road would be constructed alongside the eight-foot-wide conveyor belt structure for access and conveyor belt maintenance purposes. Mining in the Phase 1 and Phase 2 areas is anticipated to occur for 10 to 15 years with roughly 8,600,000 cubic yards of material excavated.

An approximately 50-foot-tall visual screening berm would be constructed along the east side of the processing area (adjacent to Highway 101) utilizing overburden mined as part of Phase 1 and Phase 2 as shown in Figure 4. Trees and vegetation would be planted on the berm screen views of the processing plant and future mining operations associated with Phase 3 and 4 of the project, described below. Topsoil would be stockpiled separately for use in future reclamation and revegetation activities once mining operations at Phase 1 and Phase 2 have ceased.

Mining Phases 3 and 4

Mining operations at Phase 3 and Phase 4 would begin approximately 15 years into the 30-year term of the Conditional Use Permit, with Phase 4 occurring after mining activities are completed for Phase 3. Because these two mining areas are potentially visible to drivers on Highway 101, operations would occur in back of the previously described vegetated berm

constructed at part of Phase 1 and 2 activities, as shown in Figure 4. The Phase 3 and Phase 4 hillsides would be mined from west to east using mobile equipment and material would be hauled in trucks to the on-site processing plant. An unpaved approximately 20-foot-wide roadway would provide access from Phases 3 and 4 to the processing plant. Mining in the Phase 3 and Phase 4 areas is anticipated to occur for 10 to 15 years with roughly 30,100,000 cubic yards of material excavated.

Overburden and topsoil from Phase 3 will be stored separately in stockpile areas north of the mining pit, which would be contoured and revegetated to provide stability and control erosion. Because work associated with Phase 4 won't begin until after Phase 3 mining activities have ceased, Phase 4 overburden would be placed in the Phase 3 area and would also be placed onto the northern, eastern, and western temporary slope of the Phase 4 mining area to create a permanent slope of 3:1 (horizontal: vertical), which would be maintained upon termination of mining activities.

Processing Plant

Excavated sand and gravel would be hauled via the conveyor belt (for Phases 1 and 2) or trucks (for Phases 3 and 4) to the approximately 14-acre processing plant. Material would be sized, washed, crushed, and sorted mechanically utilizing a hopper, crusher, and radial stacker. Groundwater would be pumped from a new on-site well to control dust created as part of processing plant operations. This area would also contain a process water pond, which would be used to retain water for reuse in aggregate processing. Additionally, a stormwater sediment basin would catch surface runoff from areas disturbed by processing operations via drainage ditches and swales to catch sediment and allow the stormwater to infiltrate into the ground. Employee parking, offices, maintenance building, truck scales, and loading areas would be provided as part of the processing plant. An approximately 500-foot-long existing dirt road would be improved and paved to provide access to the project site.

Operations

The Sargent Quarry would employ up to 15 on-site employees at any one time. Mining operations are proposed to occur year round at the site Monday through Saturday between 7:00 a.m. and 4:30 p.m. Occasional Sunday and holiday work would occur as part of special projects. Maintenance of equipment would be conducted on any day of the week. The level of activity at the quarry would be highest during the construction season between April and October, and lowest during the rainy season. Mining would be conducted using bulldozers, excavators, graders, and front end loaders. No blasting is proposed.

Access

Access to the project site would occur via southbound Highway 101 and Old Monterey Road through a gated entrance. Trucks leaving the site traveling to destinations south of the quarry would continue along Old Monterey Road and then onto southbound Highway 101 via the stacking lane already in place. Trucks traveling to destinations north of the quarry would use the Sargent Ranch undercrossing of Highway 101 (which would be improved and paved) onto northbound Highway 101 via a new acceleration lane to be installed as part of the project.

Reclamation

Reclamation of the quarry and material processing area would be undertaken when mining at each phase is complete. Reclamation would include utilization of overburden and topsoil to fill quarry pits to elevations at or below surrounding grades, recontouring of the land surface of mined and processing areas, installation of erosion and stormwater control features, and revegetation. The site topography would ultimately be contoured to create a safe condition for cattle grazing (which is intended to be resumed at the site upon termination of mining and completion of reclamation activities) with a maximum slope of 3:1, similar to other slopes at Sargent Ranch. Access roads would be removed and revegetated once reclamation of mining areas is complete.

Potential Environmental Effects of the Project

The EIR will identify the significant environmental effects anticipated to result from implementation of the proposed project. Specific environmental topics addressed will include:

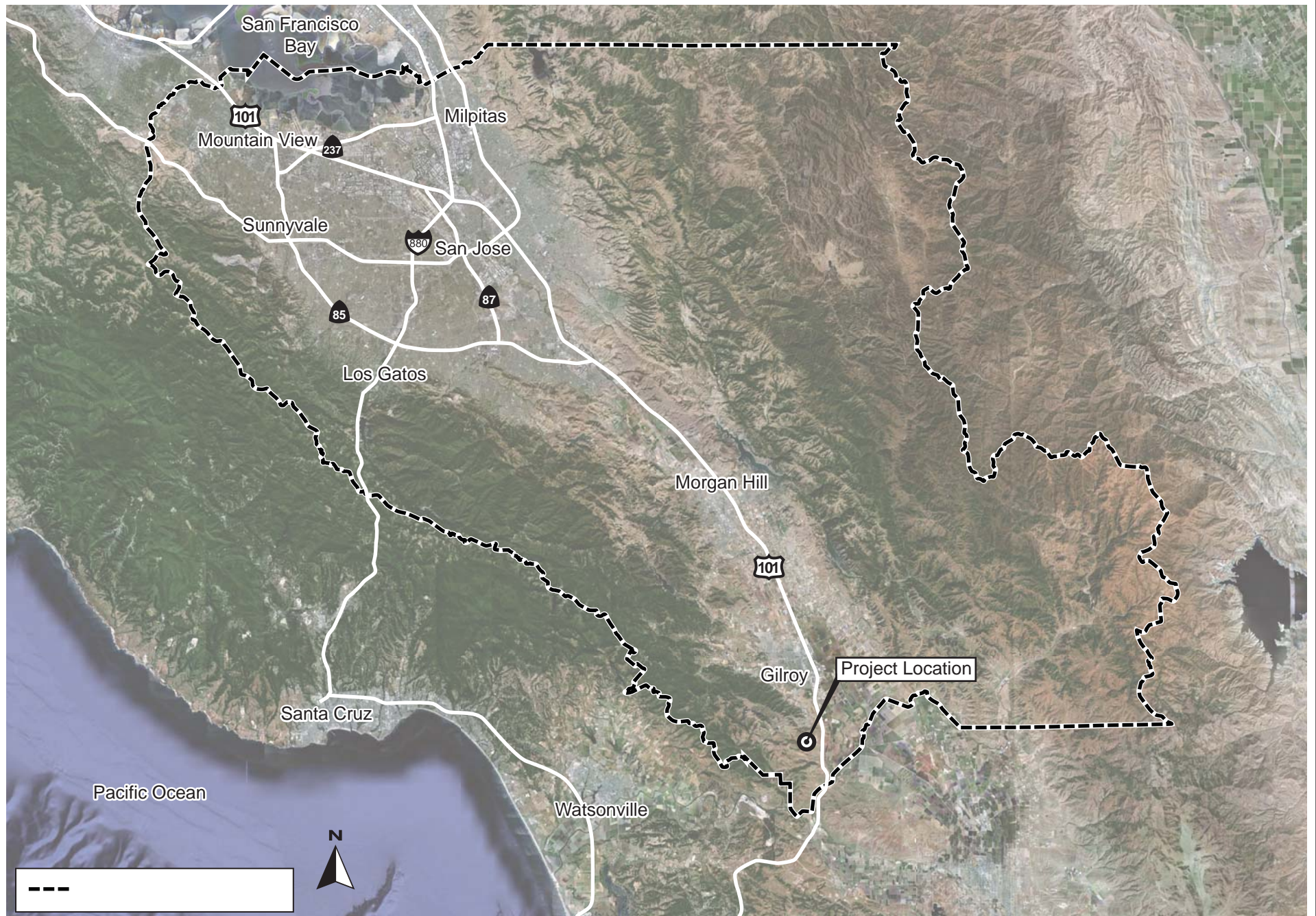
- **Aesthetics** – The project site is located in southern Santa Clara County, which is recognized in the County's General Plan as a scenic gateway to the South County. The EIR will describe the existing visual character of the project site and the anticipated change in visual character resulting from development of the proposed quarry. Environmental effects of proposed lighting will be addressed. Mitigation measures will be identified to reduce or avoid significant aesthetic impacts, as appropriate.
- **Air Quality** – The EIR will address regional air quality conditions and impacts to regional air quality from construction activities, indirect sources (e.g., project traffic generation), and operational emissions from on-site quarry equipment. Mitigation measures will be identified to reduce or avoid significant air quality impacts, as appropriate.
- **Biological Resources** – The Draft EIR will address a range of biological resource issues associated with the project, including impacts to habitats, special-status species, wetlands, and jurisdictional waters. Mitigation measures will be identified to reduce or avoid impacts to biological resources, as appropriate.
- **Cultural and Paleontological Resources** – The EIR will discuss the potential for cultural resources to be located in the project area, including prehistoric, historic, and Native American resources. Paleontological resources will also be addressed. Mitigation measures to reduce or avoid impacts to buried cultural resources and paleontological resources will be identified as appropriate.
- **Energy** – The EIR will examine the potential for the project to result in excessive or inefficient use of energy and will discuss the energy conservation measures included in the project. Mitigation measures will be identified to reduce or avoid significant energy impacts, as appropriate.
- **Geology and Soils** – The existing geologic, soil conditions, and seismicity at the project site will be described in the EIR. The EIR will evaluate potential project impacts related to

seismicity, slope stability and erosion within the quarry area. Mitigation measures will be identified to reduce or avoid significant geologic and seismic impacts, as appropriate.

- **Greenhouse Gas Emissions** – The EIR will describe the regulatory context surrounding the issue of global climate change and will evaluate the project's greenhouse gas emissions and contribution to global climate change. The EIR will evaluate the project's greenhouse gas emissions, in conformance with the methodology of the Bay Area Air Quality Management District. Mitigation measures will be identified to reduce significant greenhouse gas emissions impacts, as appropriate.
- **Hazardous Materials and Hazards** – The EIR will evaluate existing and past hazardous materials use on the site and the potential for the project to result in public health and safety or hazardous materials impacts. Requirements for reduction of wildfire hazards and mosquito abatement will be addressed based in part on County Surface Mining and Land Reclamation Standards and requirements. Mitigation measures will be identified to reduce or avoid significant hazardous materials impacts, as appropriate.
- **Hydrology and Water Quality** – The EIR will describe the existing hydrologic and drainage conditions at the project site, as well as changes in site drainage and hydrological conditions resulting from the proposed development. Compliance with stormwater management plans will be reviewed. The EIR will also include a discussion of groundwater hydrology and impacts to groundwater for each mining phase. Consumptive use of groundwater for dust control, washing, and exported in the finished product will be discussed and impacts will be evaluated, as will the need for dewatering. Mitigation measures will be identified to reduce or avoid significant hydrology and water quality impacts, as appropriate.
- **Land Use and Planning** – The EIR will describe the existing land uses on and adjacent to the project site, and the project site's existing General Plan land use and zoning designations. The EIR will describe the proposed quarry and its relationship to existing development in the area, and will identify potential issues between the project and existing land uses. Mitigation measures will be identified to reduce or avoid significant land use impacts, as appropriate.
- **Noise** – The EIR will describe the existing noise condition in the project area and evaluate the potential for project-generated noise and vibration to impact sensitive receptors in the project area. Mitigation measures will be identified to reduce or avoid significant noise impacts, as appropriate.
- **Public Services** – The EIR will discuss the availability of public facilities and service systems (including police and fire services, parks and recreational facilities, schools, and libraries) in the project area, and the potential for the project to require the construction of new or expanded facilities. Mitigation measures will be identified to reduce or avoid significant impacts to public services, as appropriate.
- **Transportation** – The EIR will describe the existing roadway network and transit, bicycle, and pedestrian facilities in the project area. Effects of project traffic on key intersections,

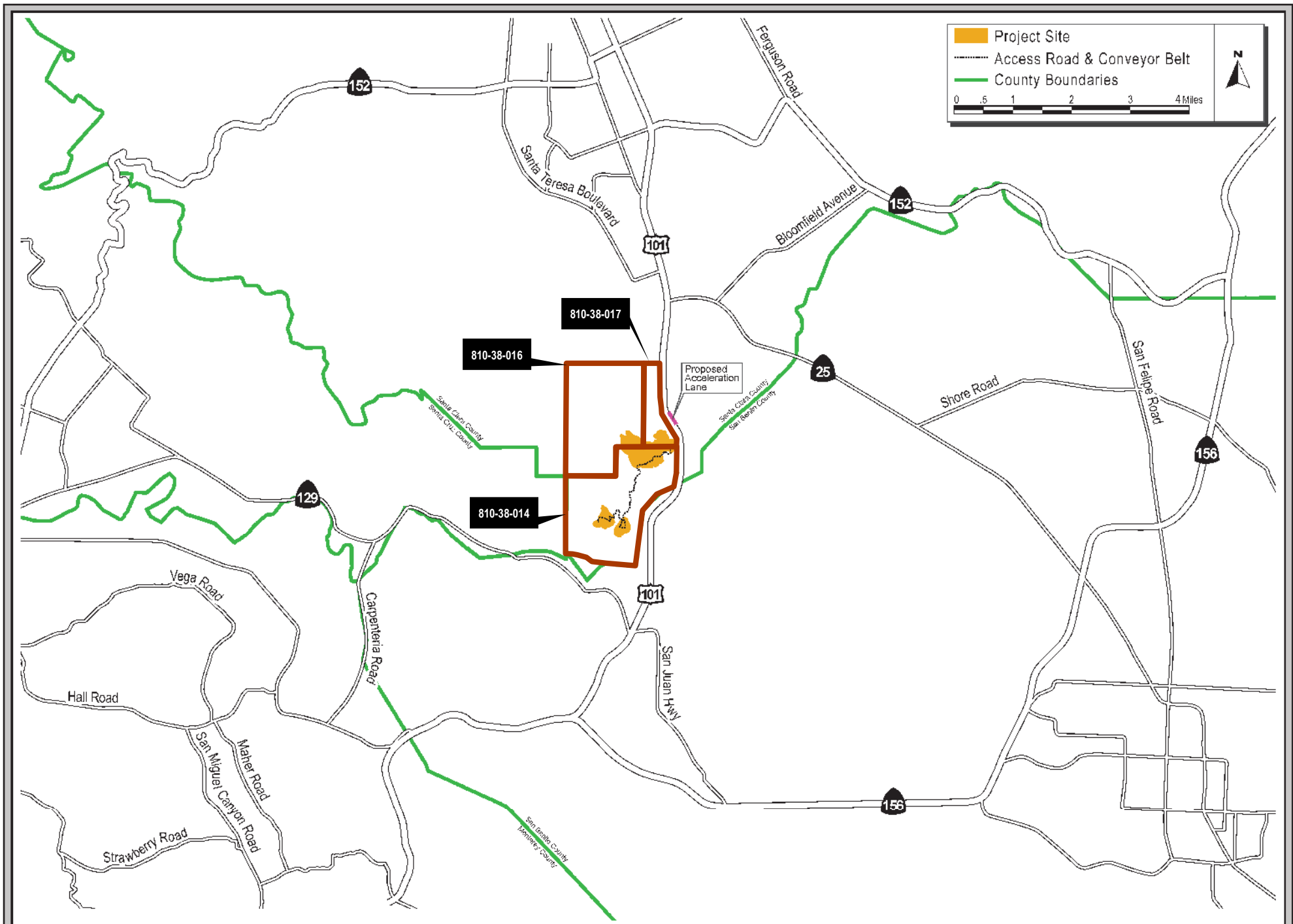
roadways, and freeway facilities providing access to the project area will be evaluated, as will roadway geometrics, vehicular speeds, vehicle composition, sight distance, and existing signage along the access roadways. Mitigation measures will be identified to reduce or avoid significant transportation impacts, as appropriate.

- **Utilities and Service Systems** – The EIR will describe the existing utilities serving the project area. The EIR will address the ability and capacity of the existing utilities in the project area to serve the proposed project. Mitigation measures will be identified to reduce or avoid significant impacts to utilities and service systems, as appropriate.
- **Cumulative Impacts** – The EIR will include a discussion of significant cumulative impacts of the project when considered with other past, present, and reasonably foreseeable future projects in the area. This section will cover all relevant subject areas discussed in the EIR (e.g., air quality, hydrology, traffic) and will specify which of the areas are anticipated to experience significant cumulative impacts. Mitigation measures will be identified to reduce or avoid the project's contribution to significant cumulative impacts, as appropriate.
- **Alternatives to the Project** – The EIR will identify and evaluate project alternatives that might reasonably be assumed to reduce significant project impacts. Analysis of a "No Project" alternative is required by law. Other alternatives that may be discussed include a reduced scale scenario, alternative land uses, and/or alternative location(s). The EIR will identify the degree to which each alternative might reduce one or more of the project's impacts, whether the alternative could result in other or increased impacts, and the degree to which the alternative is consistent with the project's goals and objectives. In accordance with CEQA, the EIR will identify an environmentally superior alternative, based on the number and degree of associated environmental impacts.
- **Other Required Sections** – The EIR will also include other information typically required for an EIR. This other information includes the following: 1) Growth Inducing Impacts; 2) Significant, Unavoidable Impacts; 3) Significant Irreversible Environmental Changes; 4) Consistency with Relevant Plans and Policies; 5) References; and 6) EIR Preparers. Relevant technical reports will be provided as appendices.



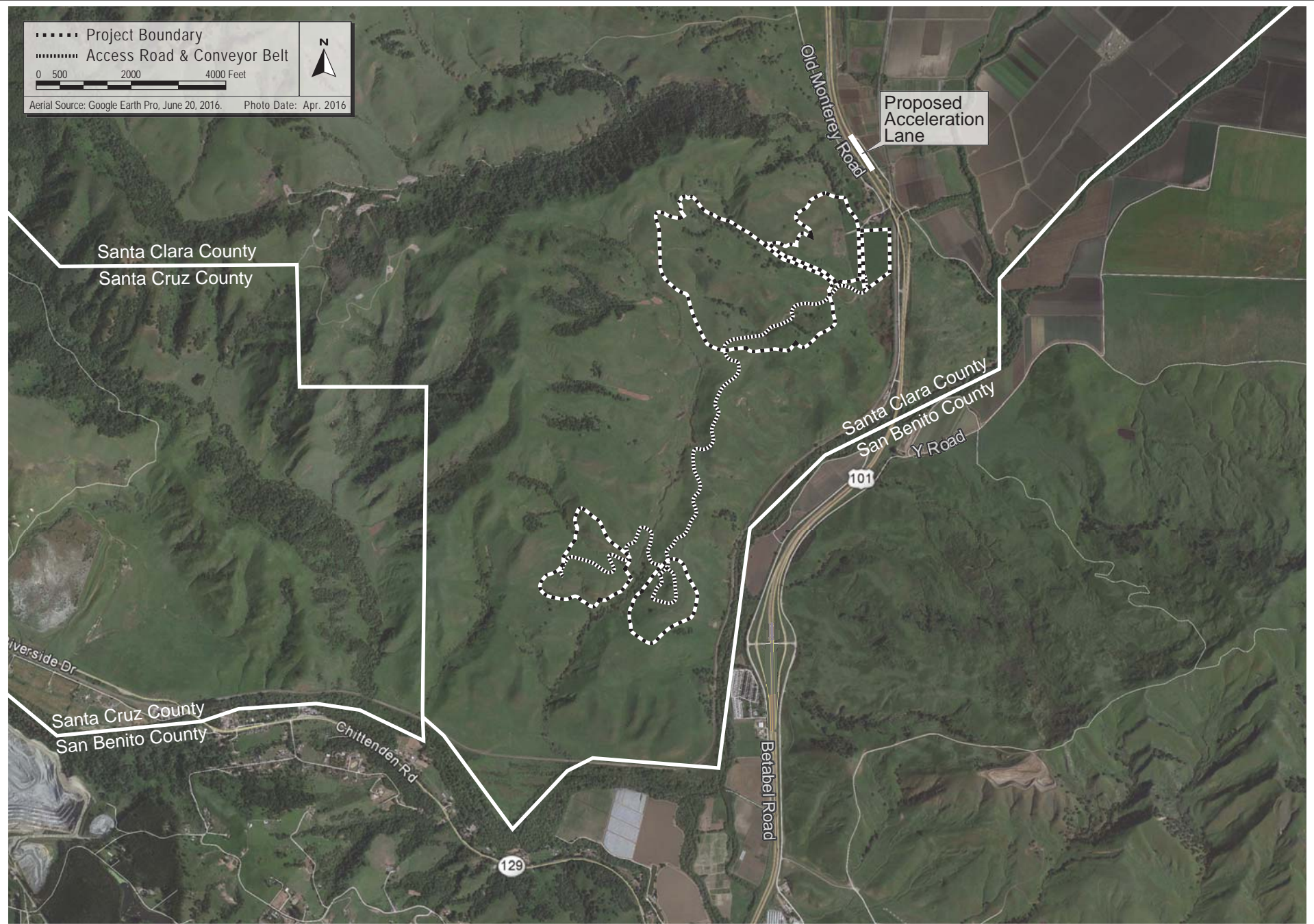
REGIONAL MAP - SARGENT QUARRY

FIGURE 1



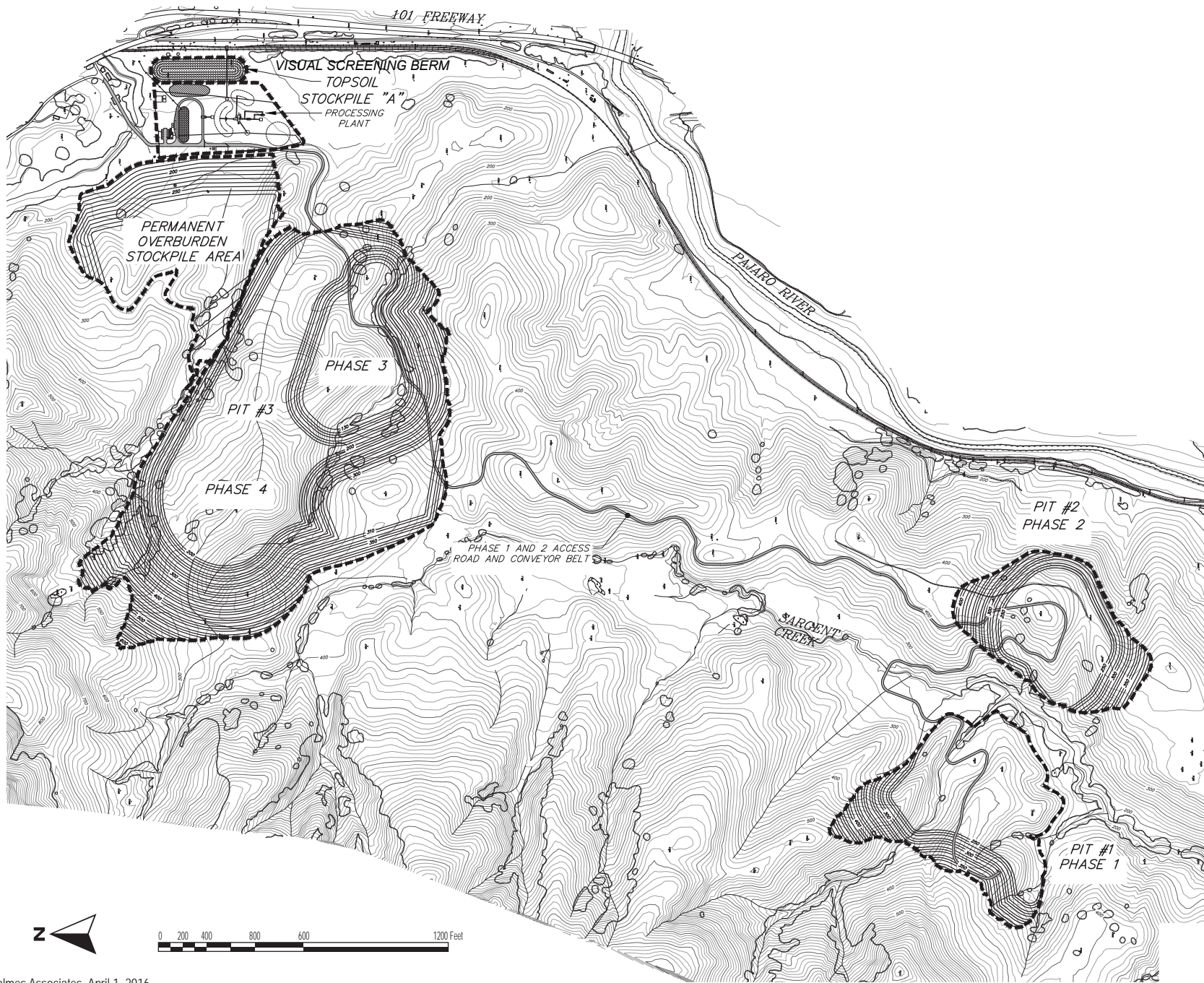
VICINITY MAP - SARGENT QUARRY

FIGURE 2



AERIAL PHOTOGRAPH - SARGENT QUARRY

FIGURE 3



Source: Triad/Holmes Associates, April 1, 2016.

SITE PLAN - SARGENT QUARRY

FIGURE 4

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

P.O. BOX 23660

OAKLAND, CA 94623-0660

PHONE (510) 286-5528

FAX (510) 286-5559

TTY 711

www.dot.ca.gov

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August 22, 2016

04-SCL-2016-00014
SCL101956
SCL/101/PM R0.9

Mr. David Rader
Department of Planning and Development
County Government Center, East Wing 7th Floor
70 West Hedding Street
San Jose, CA 95110-1705

Dear Mr. Rader:

Sargent Quarry Project – Notice of Preparation

Thank you for continuing to include the California Department of Transportation (Caltrans) in the application review process for the project referenced above. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), Caltrans new mission signals a modernization of our approach to evaluating and mitigating impacts to the State Transportation Network (STN). We aim to reduce vehicle miles traveled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the Notice of Preparation (NOP). Please also refer to the previous comment letters on this project and incorporated herein.

Project Understanding

The proposed project is located at the termination point of Old Monterey Road on the west side of US 101, near the Santa Clara County and San Benito County line. The project proposes a sand and gravel mining operation, as well as construction and operation of aggregate processing facilities, on approximately 320 acres of the approximately 6,400-acre Sargent Ranch property. The approximately 320-acre area where mining activities would occur is currently used for cattle grazing. The remaining approximately 6,083 acres of the Sargent Ranch would be maintained in their current conditions and would not be utilized for mining, processing, or reclamation activities. The project requires the County of Santa Clara (County) approval of a Reclamation Plan and issuance of a Conditional Use Permit for the 30-year operational term of the quarry.

Lead Agency

As the lead agency, the County is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling,

Mr. David Rader/County of Santa Clara
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implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Traffic Impact Analysis (TIA)

The environmental document should include an analysis of the travel demand expected from the proposed project. Caltrans recommends using the Caltrans *Guide for the Preparation of Traffic Impact Studies* for determining which scenarios and methodologies to use in the analysis, available at: www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf.

Please ensure that a TIA is prepared providing the information detailed below:

1. A vicinity map, regional location map, and site plan clearly showing project access in relation to nearby State roadways. Ingress and egress for all project components should be clearly identified. Clearly identify the State right-of-way (ROW). Project driveways, staging areas, local roads and intersections, car/bike parking, and transit facilities should be mapped.
2. Project-related (including construction) trip generation, distribution, and assignment, and VMT reduction factors. The assumptions and methodologies used to develop this information should be detailed in the study, utilize the latest place-based research, and be supported with appropriate documentation.
3. 2035 Cumulative Conditions and 2035 Cumulative Plus Project Conditions.
4. The project site's building potential as identified in the General Plan. The project's consistency with both the Circulation Element of the General Plan and the Congestion Management Agency's Congestion Management Plan should be evaluated.
5. A schematic illustration of walking, biking and auto conditions at the project site and study area roadways, trip distribution percentages and volumes, and intersection geometrics (i.e., lane configurations for AM and PM peak periods). Potential safety issues for all road users should be identified and fully mitigated.
6. Mitigation for increasing VMT should be identified. Mitigation may include contributions to the Santa Clara Valley Transportation Authority's (VTA) voluntary contribution program, and should support the use of transit and active transportation modes. Potential mitigation measures that include the requirements of other agencies such as Caltrans are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the County.

Vehicle Trip Reduction

Transportation Demand Management (TDM) programs should be documented with annual monitoring reports by an onsite TDM coordinator to demonstrate effectiveness. Suggested TDM strategies include providing:

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- Carpool and vanpool ride-matching support.
- Carpool and clean-fuel parking spaces.
- Emergency Ride Home program.

These smart growth approaches are consistent with the MTC's Regional Transportation Plan (RTP)/SCS goals and would meet Caltrans Strategic Management Plan.

Traffic Impact Fees

Given the project's contribution to area traffic traveling mostly to and from Silicon Valley and its proximity to US 101, the project should contribute fair share traffic impact fees to the US 101 Express Lanes Project. These contributions would be used to lessen future traffic congestion and improve transit in the project vicinity.

Cultural Resources

Caltrans requires that a project's environmental document include documentation of a current archaeological record search from the Northwest Information Center of the California Historical Resources Information System if construction activities are proposed within State ROW. Current record searches must be no more than five years old. Caltrans requires the records search, and if warranted, a cultural resource study by a qualified, professional archaeologist, and evidence of Native American consultation to ensure compliance with CEQA, Section 5024.5 and 5097 of the California Public Resources Code, and Volume 2 of Caltrans' Standard Environmental Reference (www.dot.ca.gov/ser/vol2/vol2.htm).

These requirements, including applicable mitigation, must be fulfilled before an encroachment permit can be issued for project-related work in State ROW. Work subject to these requirements includes, but is not limited to: lane widening, channelization, auxiliary lanes, and/or modification of existing features such as slopes, drainage features, curbs, sidewalks and driveways within or adjacent to State ROW.

Transportation Management Plan (TMP)

If it is determined that traffic restrictions and detours may affect State highways, a TMP or construction TIA may be required for approval by Caltrans prior to construction. These must be prepared in accordance with Caltrans' *TMP Guidelines*. Further information is available for download at the following web address:

www.dot.ca.gov/hq/traffops/trafmgmt/tmp_lcs/index.htm.

Please ensure that such plans are also prepared in accordance with the TMP requirements of the corresponding jurisdictions. For further TMP assistance, please contact the Caltrans District 4 Office of Traffic Management Operations at (510) 286-4579.

Transportation Permit

Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. To apply, a completed transportation permit application with the determined specific route(s) for the shipper to follow from origin to destination must be submitted to: David Salladay, District Office Chief, Office of Permits,

Mr. David Rader/County of Santa Clara
August 22, 2016
Page 4

California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660.
See the following website for more information: www.dot.ca.gov/hq/traffops/permits.

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State ROW requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See this website for more information: www.dot.ca.gov/hq/traffops/developserv/permits.

Should you have any questions regarding this letter, please contact Brian Ashurst at (510) 286-5505 or brian.ashurst@dot.ca.gov.

Sincerely,



PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

- c: Scott Morgan, State Clearinghouse
Robert Swierk, Santa Clara Valley Transportation Authority (VTA) – electronic copy
Robert Cunningham, Santa Clara Valley Transportation Authority (VTA) – electronic copy



August 31st, 2017

David Radar
Planning and Development Department
County of Santa Clara

Re: Environmental Review for Sargent Ranch

Dear Mr. Radar,

The Santa Clara Valley Audubon Society and Sierra Club, Loma Prieta chapter wish to bring attention to an article recently published by the Jackson County Chronicle regarding impacts to drinking water as a result of sand mining. The article focuses on Trempealeau County in Wisconsin, where a sand mine has adversely affected water quality and storm water runoff. The article expresses specific concerns with chemicals used during the sand extraction process and in settlement ponds, and the residues from these chemicals (including heavy metals) that may end up in the aquifer and in storm runoff. The quantity of water used in the process was also of concern.

We are concerned similar issues may result from the Sargent Quarry Project, and we are especially concerned with potential impacts to water quality, ground water and surface water (including settlement ponds), and reduced or contaminated flow in the Pajaro River watershed.

We hope you will find the time to review the article, and take this information into consideration as it pertains to the Sargent Quarry Project EIR and Reclamation Plan.

The following items are of specific concern:

1. Impact of deposits of debris and byproducts piles on meadows and wetlands
2. High aluminum concentrations were found in Wisconsin settling ponds that could move into the groundwater. Given the increase in extreme rain events due to climate change, the entire facility should be designed to contain water from a 50-year rain event at minimum. Furthermore, we are concerned with the potential availability of water in toxic settlement ponds to migratory and local wildlife.

3. Please clarify explicitly how the project will avoid discharge of sediment, settlement pond overflow or other operations-related waters into Sargent Creek or the Pajaro River watershed during construction, operations and from storm water runoff. Please provide explicit information rather than relying on Government Agency permitting process.
4. Please require a closed-loop processing system that recycles water. According to the article, closed loop systems use about 292-1,380 gallons per minute on average while an open-loop system can use 2,000-3,700 gallons per minute.
5. Developing monitoring and mitigation measures to make sure the high-capacity well(s) needed to maintain enough water for processing sand do not impact any existing wells in the groundwater plain, and do not decrease surface water flows in the Pajaro River and its tributaries.

In addition to these issues, we believe that the mitigation ratio for lost habitat due to the Sargent Quarry is insufficient. Recent best practices for mitigation of prime habitat have changed to require much higher ratios than 1:1 or 2:1. For example, habitat lost due to the Panoche Valley Solar project in San Benito County is required to mitigate lost acreage at a 26:1 ratio.

Thank you for addressing these issues through the CEQA process for this project.

Sincerely,



Shani Kleinhaus, Ph.D
Environmental Advocate
Santa Clara Valley Audubon Society



Katja Irvin, AICP
Sierra Club Loma Prieta Chapter
Water Committee Chair

From: [Valentin Lopez](#)
To: jrogers@garlic.com; mary.hsiacoron@gmail.com
Cc: [Rader, David](#); cheercentral@verizon.net; katja.irvin@sbcglobal.net; andyhc7@gmail.com
Subject: Re: Public Input re: Proposed Sargent Quarry (south of Gilroy)
Date: Saturday, September 02, 2017 4:54:43 PM

Connie,

This is a really nice letter, Thank you for sharing it with us. We'd like to use on our website if that's ok, it should be going up very soon.

Val

-----Original Message-----

From: james rogers <jrogers@garlic.com>
To: Mary Hsia-Coron <mary.hsiacoron@gmail.com>
Cc: david.rader <david.rader@pln.sccgov.org>; Herman Garcia <cheercentral@verizon.net>; Katja Irvin <katja.irvin@sbcglobal.net>; Andy Hsia-Coron <andyhc7@gmail.com>; Valentin Lopez <vjltestingcenter@aol.com>
Sent: Fri, Sep 1, 2017 2:26 pm
Subject: Re: Public Input re: Proposed Sargent Quarry (south of Gilroy)

Thank you Mary! Connie Rogers

On Sep 1, 2017, at 1:01 PM, Mary Hsia-Coron <mary.hsiacoron@gmail.com> wrote:

Dear Santa Clara Planning Dept.,

I'm concerned about the proximity of the proposed Sargent Quarry (south of Gilroy) to riparian habitats like Pajaro River, Sargent Creek and Tar Creek. According to the Applicant's presentation slide set, riparian habitats won't be affected by the quarry. I am very skeptical of the accuracy of this statement.

As a resident of Aromas for 30 years I have seen how the Graniterock quarry impacts the Pajaro River. Mining is generally acknowledged by biologists to be quite damaging to nearby streams and rivers. There's a lot of erosion. Overburden areas are often left unvegetated for many years, even decades. (This is the case with the Graniterock overburden areas located near my home in Aromas.) **The EIR should carefully assess the impact of the proposed quarry on nearby streams and the Pajaro river. What's the impact of siltation on the fish?**

Sargent Ranch is one of the watersheds of the Pajaro River, I think it's a bad idea to have a quarry in the watershed area.

The Aromas Graniterock Quarry, just a few miles south of Sargent Ranch, provides a big supply of crushed granite (aggregate) for construction projects in Santa Clara County. And there are other gravel mines in the area, including those operated by Graniterock.

I don't think it's worth disspoling Sargent Ranch (plus nearby streams and Pajaro river) so that the owner of Sargent Ranch can make a profit from a very extractive and damaging activity. **I think your EIR should assess whether there is an economic need for another quarry when there are other quarries in the area, like Graniterock's.**

Sargent Ranch is one of the few pristine areas left in Santa Clara County and should be protected for future generations. **Aren't there alternative uses that are superior to a quarry?** Perhaps

Sargent Ranch could be a park in the future.

Best Regards,
Mary Hsia-Coron
Aromas, CA



Old Gilroy City Hall - 1905

Gilroy Historical Society

P.O. Box 1621, Gilroy, CA 95021-1621

October 18, 2017

David Rader
Santa Clara County Planning Department
70 West Hedding St.
San Jose, Ca 95110

Re: Sargent Quarry Project, File # q0747-15P

Dear Mr. Rader,

We are speaking up on behalf of the Amah Mutsun tribe of native peoples. They lived in at least four small villages near Gilroy and their heritage is very much tied to the land. Specifically the Sargent Ranch is a sacred site, their ancestral home, on which they should be able to practice their religious rights. The proposed sand and gravel-mining project will disrespect and infringe on these rights.

The Amah Mutsun Tribe is trying very hard to preserve their identity and cultural practices that are intrinsically tied to the land. Their history and culture is based on caring for the land, Mother Earth, which nurtures their people. They have been partnering with publicly owned land such as Pinnacles National Park and the Mid-Peninsula Open Space District to grow many of the native plants used by their ancestors for medicinal, religious and useful purposes.

We ask that Santa Clara County respect the sovereignty of the Amah Mutsun people and their interests as you consider the sand mine application.

Sincerely,

Connie Rogers, President

on behalf of the Society Board Members

2017 OCT 23 AM 10:49
COUNTY OF SANTA CLARA

Good Afternoon Manira,

Thank you for the opportunity to review and comment on the above referenced application. At this time, the City of Gilroy Community Development Department does not have comments on the proposal other than to state the Santa Clara Valley Transportation Authority recently approved the environmental impact report for the SR 152 Trade Corridor Project which proposes improvements near the quarry site, including Highway 25. Please ensure the quarry application would not conflict with the planned circulation improvements in the area.

Thank you,

Rebecca Tolentino, Interim Planning Manager
CITY OF GILROY PLANNING DIVISION
7351 Rosanna Street, Gilroy, CA 95020
Rebecca.Tolentino@ci.gilroy.ca.us
Direct: (408) 846-0218 / Main: (408) 846-0451

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