PLANNING COMMISSION
REGULAR MEETING AGENDA

Thursday, April 2, 2026 | 6:00 PM

CITY COUNCIL CHAMBERS, CITY HALL
7351 ROSANNA STREET, GILROY, CA 95020

Commissioners:

Patricia Bentson:
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Manny Bhandal:
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Brian Dauenhauer:
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Stefanie Elle:
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Martha Martinez:
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Monica Valdez:
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Staff Liaison: Sharon Goei, Community Development Director | sharon.goei@cityofgilroy.org

Written comments can be submitted by email to planningdivision@cityofgilroy.org. Please note that written comments will not be read out loud, but will be part of the written record.

Comments by the public will be taken on any agenda item before action is taken by the Planning Commission. Persons speaking on any matter are asked to state their name and address for the record. Public testimony is subject to reasonable regulations, including but not limited to time restrictions on particular issues and for each individual speaker. A minimum of 12 copies of materials should be provided to the Clerk for distribution to the Commission and Staff. Public comments are limited to no more than three-minutes, at the Chair's discretion.

Comments on any agenda item may be emailed to the Planning Division at planningdivision@cityofgilroy.org or mailed to the City of Gilroy, Community Development Department at City Hall, 7351 Rosanna Street, Gilroy, CA 95020. Comments received by the Planning Division by 1:00 pm on the day of a Planning Commission meeting will be distributed to the Planning Commissioners prior to or at the meeting and are available for public inspection at the Planning Division counter at City Hall, 7351 Rosanna Street. Any correspondence received will be incorporated into the meeting record. Items received after the 1:00 pm deadline will be provided to the Planning Commission as soon as practicable.

In compliance with the American Disabilities Act (ADA), the City will make reasonable arrangements to ensure accessibility to this meeting. If you need special assistance to participate in this meeting, please contact the City Clerk 72 hours prior to the meeting at (408) 846-0491. A sound enhancement system is available in the City Council Chambers.

If you challenge any planning or land use decision made at this meeting in court, you may be limited to raising only those issues you or someone else raised at the public hearing held at this meeting, or in written correspondence delivered to the Planning Commission at, or prior to, the public hearing. Please take notice that the time within which to seek judicial review of any final administrative determination reached at this meeting is governed by Section 1094.6 of the California Code of Civil Procedure.

Persons who wish to speak on matters set for Public Hearing will be heard when the presiding officer calls for comments from those persons who are in support of or in opposition thereto. After persons have spoken, the hearing is closed and brought to the Planning Commission level for discussion and action. There is no further comment permitted from the audience unless requested by the Planning Commission.

A Closed Session may be called during this meeting pursuant to Government Code Section 54956.9(b)(1) if a point has been reached where, in the opinion of the legislative body of the City on the advice of its legal counsel, based on existing facts and circumstances, there is a significant exposure to litigation against the City.

Materials related to an item on this agenda submitted to the Planning Commission after distribution of the agenda packet are available for public inspection with the agenda packet in the lobby of Administration at City Hall, 7351 Rosanna Street during normal business hours. These materials are also available with the agenda packet on the City website at www.cityofgilroy.org

KNOW YOUR RIGHTS UNDER THE GILROY OPEN GOVERNMENT ORDINANCE. Government's duty is to serve the public, reaching its decisions in full view of the public. Commissions, task forces, councils and other agencies of the City exist to conduct the people's business. This ordinance assures that deliberations are conducted before the people and that City operations are open to the people's review.

FOR MORE INFORMATION ON YOUR RIGHTS UNDER THE OPEN GOVERNMENT ORDINANCE, TO RECEIVE A FREE COPY OF THE ORDINANCE OR TO REPORT A VIOLATION OF THE ORDINANCE, CONTACT THE OPEN GOVERNMENT COMMISSION STAFF AT (408) 846-0204 or by email at cityclerk@cityofgilroy.org.

1. **OPENING (2025 Chair)**

2. **PLEDGE OF ALLEGIANCE**

3. **REPORT ON POSTING THE AGENDA AND ROLL CALL**

4. **ELECT CHAIR AND VICE CHAIR FOR 2026**

5. **PUBLIC COMMENTS**

   (Three-minute time limit). This portion of the meeting is reserved for persons desiring to address the Planning Commission on matters not on the agenda. The law does not permit the Planning Commission action or extended discussion of any item not on the agenda except under special circumstances. Comments on any agenda item may be emailed to the Planning Division at planningdivision@cityofgilroy.org or mailed to Community Development Department at City Hall, 7351 Rosanna Street, Gilroy, CA 95020. Comments received by the Planning Division by 1:00pm on the day of a Planning Commission meeting will be distributed

to the Planning Commission prior to or at the meeting and available for public inspection with the agenda packet located in the lobby of Planning Division at City Hall, 7351 Rosanna Street prior to the meeting. Any correspondences received will be incorporated into the meeting record. Items received after 1:00pm deadline will be provided to the Planning Commission as soon as practicable. All statements that require a response will be referred to staff for reply in writing.

PUBLIC HEARINGS FOR RELATED PROJECT APPLICATIONS WILL BE HEARD CONCURRENTLY AND ACTION WILL BE TAKEN INDIVIDUALLY. COMPANION PROJECTS UNDER NEW BUSINESS WILL BE TAKEN UP FOR ACTION PRIOR TO, OR IMMEDIATELY FOLLOWING THE RELATED PUBLIC HEARING. THIS REQUIRES DEVIATION IN THE ORDER OF BUSINESS AS NOTED WITHIN THE AGENDA.

6. CONSENT AGENDA

6.1. November 6, 2025 Planning Commission Regular Meeting Minutes

7. PUBLIC HEARINGS

7.1. Variance V 26-01, Architectural and Site Review AS 24-07, and Tentative Map TM 24-01 for the construction of 42 Townhomes located at 95 Howson Street (APN 790-36-012).

1. Staff Report: Vanessa Sanchez, Planner I
2. Public Hearing:
3. Close Public Hearing:
4. Disclosure of Ex-Parte Communication:
5. Possible Action:

   Staff has reviewed the proposed project, and recommends that the Planning Commission:

   a) Recommend that the City Council determine this project is exempt from further environmental review pursuant to State CEQA Guidelines Section 15332 (Class 32); and

   b) Recommend that the City Council adopt a resolution approving Variance Permit V 26-01, subject to the findings and conditions provided in the draft resolution; and

   c) Recommend that the City Council adopt a resolution approving Architectural and Site Review Permit AS 24-07, subject to the findings and conditions provided in the draft resolution; and

   d). Recommend that the City Council adopt a resolution approving Vesting Tentative Map TM 24-01, subject to the findings and conditions outlined in the draft resolution.

8. NEW BUSINESS

8.1. None.

9. INFORMATIONAL ITEMS

9.1. Planning Division Staff Approvals

10. PLANNING DIVISION REPORT

11. ASSISTANT CITY ATTORNEY REPORT

12. ADJOURNMENT To the Next Meeting of May 7, 2026 at 6:00 PM

City of Gilroy
Planning Commission
Regular Meeting Minutes
Thursday, November 6, 2025 | 6:00 PM

1. OPENING

The meeting was called to order by Chair Bhandal at 6:00 p.m.

2. PLEDGE OF ALLEGIANCE

Chair Bhandal led the Pledge of Allegiance.

3. REPORT ON POSTING THE AGENDA AND ROLL CALL

The agenda was posted on Thursday, October 30, 2025 at 5:57 p.m.

Attendance	Attendee Name
Present	Patricia Bentson, Commissioner Stefanie Elle, Commissioner Annedore Kushner, Commissioner Adriana Leongardt, Commissioner Monica Valdez, Commissioner Brian Dauenhauer, Vice Chair Manny Bhandal, Chair

4. PUBLIC COMMENTS

Chair Bhandal opened public comment for items not on the agenda.

There being no speakers, Chair Bhandal closed public comment for items not on the agenda.

5. CONSENT AGENDA

5.1. October 16, 2025 Planning Commission Special Meeting Minutes

Motion
A motion was made by Commissioner Bentson; seconded by Vice Chair Dauenhauer to approve the consent agenda.

RESULT:	**[7-0]**
MOVER:	Commissioner Bentson
SECONDER:	Vice Chair Dauenhauer
AYES:	Commissioner Bentson, Elle, Kushner, Leongardt, Valdez, Vice Chair Dauenhauer, and Chair Bhandal
NAYS:	None
ABSENT:	None

6. PUBLIC HEARINGS

6.1. Conditional Use Permit to allow a youth-focused gymnastics facility (California Sports Center) at 7800 Arroyo Circle, Application No. CUP 25-01

1. Staff Report: Vanessa Sanchez, Planner I

2. Public Hearing:
Chair Bhandal opened public hearing.

3. Close Public Hearing:
There being no speakers, Chair Bhandal closed public hearing.

4. Disclosure of Ex-Parte Communication:
None.

5. Possible Action:

Staff has analyzed the proposed project, and recommends that the Planning Commission:

a. Determine this project is exempt from further environmental review pursuant to State CEQA Guidelines Section 15301(Class 1); and

b. Adopt a resolution approving the Conditional Use Permit application CUP 25-01, subject to certain findings and conditions.

Motion
A motion was made by Commissioner Elle; seconded by Commissioner Valdez to:

a. Determine that this project is exempt from further environmental review pursuant to State CEQA Guidelines Section 15301 (Class 1); and

b. Adopt a resolution approving the Conditional Use Permit application CUP 25-01, subject to certain findings and conditions.

RESULT:	**[7-0]**
MOVER:	Commissioner Elle
SECONDER:	Commissioner Valdez
AYES:	Commissioner Bentson, Elle, Kushner, Leongardt, Valdez, Vice Chair Dauenhauer, and Chair Bhandal
NAYS:	None
ABSENT:	None

7. NEW BUSINESS

7.1. Planning Commission Annual Presentation 2025 to Council (draft presentation will be provided at the meeting)

Planning Manager Michael Fossati provided the Commission with an updated presentation incorporating their feedback from the October 16, 2025 special

meeting. The Commission provided staff additional comments for the final draft presentation.

7.2. Approval of the 2026 Planning Commission Meeting Schedule

Community Development Director Sharon Goei presented the proposed 2026 Planning Commission Meeting Schedule to the Commission. The Commissioners provided feedback and adopted the schedule with a modification to the July meeting date.

Motion
A motion was made by Commissioner Leongardt; seconded by Commissioner Elle to adopt the 2026 Planning Commission Meeting Schedule as presented, with a change to move the July regular meeting from July 2, 2026, to July 16, 2026.

RESULT:	**[7-0]**
MOVER:	Commissioner Leongardt
SECONDER:	Commissioner Elle
AYES:	Commissioner Bentson, Elle, Kushner, Leongardt, Valdez, Vice Chair Dauenhauer, and Chair Bhandal
NAYS:	None
ABSENT:	None

8. INFORMATIONAL ITEMS

8.1. Planning Division Staff Approvals

There was one Minor Deviation application staff approval.

9. PLANNING DIVISION REPORT

Community Development Director Sharon Goei shared that the Boards and Commissions recruitments are underway, with a deadline of November 24, 2025, and encouraged the Commissioners to spread the word. Director Goei also provided the Planning Commissioners with a friendly reminder to attend the Boards and Commissions Appreciation Dinner, scheduled for November 20, 2025, at 6:00 p.m. at the Gilroy Senior Center.

10. ASSISTANT CITY ATTORNEY REPORT

City Attorney Andy Faber offered the Commission his best wishes and wished them a Happy Thanksgiving.

11. ADJOURNMENT To the Next Meeting of December 4, 2025 at 6:00 PM

Chair Bhandal adjourned the meeting at 6:30 p.m.

Ariana Fabian

Ariana Fabian, Planning Technician

Community Development Department

Sharon Goei
DIRECTOR

7351 Rosanna Street, Gilroy, CA 95020-6197
Telephone: (408) 846-0451 | Fax: (408) 846-0429
cityofgilroy.org | planningdivision@cityofgilroy.org

DATE: April 2, 2026

TO: Planning Commission

FROM: Vanessa Sanchez, Planner I

SUBJECT: Variance V 26-01, Architectural and Site Review AS 24-07, and Tentative Map TM 24-01 for the construction of 42 Townhomes located at 95 Howson Street (APN 790-36-012)

RECOMMENDATION:

Staff has reviewed the proposed project, and recommends that the Planning Commission:

- **a)** Recommend that the City Council determine this project is exempt from further environmental review pursuant to State CEQA Guidelines Section 15332 (Class 32); and
- **b)** Recommend that the City Council adopt a resolution approving Variance Permit V 26-01, subject to the findings and conditions provided in the draft resolution; and
- **c)** Recommend that the City Council adopt a resolution approving Architectural and Site Review Permit AS 24-07, subject to the findings and conditions provided in the draft resolution; and
- **d)** Recommend that the City Council adopt a resolution approving Vesting Tentative Map TM 24-01, subject to the findings and conditions outlined in the draft resolution.

PROJECT DESCRIPTION:

On March 26, 2024, the city received an application for an Architectural and Site Review permit and a Vesting Tentative Map application to construct 42 market-rate townhome units and subdivide the lot for condominium purposes on a 1.99-acre site located at 95 Howson Street in the Downtown Gateway District. On January 30, 2026, a variance application was submitted to request reduced front and street side yard setbacks to accommodate a public right of way dedication to the City.

If approved, the project will permit the demolition of commercial buildings totaling 14,557 square feet and will address an open soil contamination case with the Santa Clara County Department of Environmental Health. The multi-family, residential development will include 42 townhome condominiums across nine buildings, offering three- and four-bedroom units, with two and a half and three and a half baths, and private, attached garages. Unit sizes range from 1,430 to 1,900 square feet. The development will also

provide 98 parking spaces, a picnic area, a playground, landscaping, private driveways and sidewalks, and on-site stormwater management.

BACKGROUND:

Subject Property and Surrounding Land Uses: The 1.99-acre site is presently developed with commercial buildings that have previously been used for recycling, automobiles sales, and an autobody shop. The buildings are currently vacant and have been unoccupied for approximately two years. The project site is bordered by a mobile home park to the north, Church Street and a vacant lot to the west, and restaurants to the east and south. The surrounding land uses are as follows:

LOCATION	EXISTING LAND USE	GENERAL PLAN	ZONING
Project Site	Automobile Commercial Uses	Downtown Specific Plan Area	Gateway District
North	Mobile Home Park	Downtown Specific Plan Area	Gateway District
South	Restaurant/Howson Street	Downtown Specific Plan Area	Gateway District
East	Restaurant	Downtown Specific Plan Area	Gateway District
West	Vacant/Church Street	High Density Residential	R4 High Density Residential

Environmental Assessment:
The proposed project is exempt under Section 15332 (Class 32) of the California Environmental Quality Act (CEQA) Guidelines, which applies to urban in-fill development sites that are under five acres. The site meets all exemption requirements, including access to adequate utility infrastructure and the absence of other environmentally sensitive characteristics. The project complies with all applicable zoning, General Plan goals and policies, and adheres to the Multifamily Objective Design Standards and the Downtown Specific Plan.

Hexagon Transportation Consultants completed a Vehicle-Miles Traveled (VMT) analysis on July 12, 2024, and an operational analysis on November 25, 2025. The operational analysis identified no concerns, and the VMT analysis found no significant impact to the City's existing VMT threshold. The project will also address an open soil contamination case at the site. Although there is an open Site Cleanup Case (No. 2024-19s) in process, the project will be conditioned to comply with all mitigations and requirements set by the County of Santa Clara Department of Environmental Health prior to occupancy.

DISCUSSION AND ANALYSIS:

General Plan Consistency: According to the Gilroy 2040 General Plan, the project site is located in the Downtown Specific Plan Gateway District, which allows standalone residential multifamily development at up to 30 units per acre. Staff has confirmed that the proposal conforms to the goals and policies of the General Plan, as demonstrated below.

POLICY #	TITLE AND SUMMARY	ANALYSIS
LU 1.1	**Pattern of Development** Ensure an orderly, contiguous pattern of development that prioritizes infill development and avoids land use incompatibilities	The proposed project is located on an in-fill site and is compatible with the surrounding area. The residential development aligns with the Downtown Specific plan area.
LU 3.2	**Connectivity** Encourage new residential development to incorporate design features that promote walking and connectivity between blocks.	The project will be providing six-foot-wide sidewalks and planting strips along the entire project frontage to improve the pedestrian experience and connectivity.
LU 3.3	**Residential Building Orientation** Encourage new residential development to orient buildings toward streets or public spaces to actively engage the community and provide complete neighborhoods.	The proposed residential buildings are oriented to face Church and Howson Street to help assist with visual interest and engagement of the development with the rest of the downtown.
LU 8.5	**Public Art** Encourage the installation of public art in conjunction with residential and non-residential development	The proposed development will be conditioned to provide public art and will go through the public art process for final art design approval.
LU 9.1	**Downtown Pedestrian Improvements** Work with private entities to develop and maintain design improvements to create a safe, convenient, and pleasant pedestrian environment that supports the continued revitalization of the Downtown area.	The project will be providing street trees along the project frontage on Church Street and Howson Street to create a pleasant pedestrian experience.
PH 1.4	**Secondary Access** Residential Streets and Developments shall provide secondary access when serving 30 or more single family units or 100 or more multi-family units. The number of units required is subject to review by the Fire Chief.	The project will be providing two access points with a driveway along Howson Street and one along Church Street. The driveway along Church Street will be used for emergency vehicle and solid waste access. There will be a rolling gate installed on the Church Street driveway with clear signage and locking mechanisms to ensure vehicle access is limited.
PH 5.6	**Hazardous Soils Conditions Clean-up** Evaluate new development sites for potential hazardous	The project identified soil contamination and has opened a cleanup case with the County of Santa Clara Department of Environmental Health. The project will

	soils conditions. In cases where contamination is identified, require that all necessary mitigation measures are incorporated into the project to ensure there is no public health danger. When appropriate, refer the project to the proper County or State agency for review.	address contamination risk in a Site Management Plan. The Site Management Plan shall identify proposed plans to manage, mitigate, and/or remediate the potential risk of the contamination. All necessary mitigation measures shall be incorporated into the project as required by the Department of Environmental Health.
H 1.1	**Housing Production** The City shall encourage the provision of a variety of housing options for Gilroy residents.	The townhome development will provide a needed housing type for the Gilroy residents and the Downtown Gateway District.

Zoning Code Conformance: The existing zoning for the proposed development is located in the Gateway District (GD). In accordance with the Gilroy City Code (GCC), the project may be permitted with an approved Architectural and Site Review permit. Applicable development standards for the project have been considered for the proposed project, as follows:

STANDARD	REQUIRED	PROPOSED	CONFORMS?
Density	30 units per acre (Maximum)	21 units per acre	Yes
Front Setback *Measured from property line*	15 Feet (Minimum)	10 Feet	No, Variance request
Street Side Setback *Measured from property line*	15 Feet (Minimum)	9 feet 6 inches *At narrowest point*	No, Variance request
Side Setback *Measured from property line*	15 Feet (Minimum)	15 Feet	Yes
Rear Setback *Measured from property line*	10 Feet (Minimum)	10 Feet	Yes
Building Height	40 Feet (Maximum)	39 Feet 4 Inches	Yes
Stories	3 (Maximum)	3	Yes
Parking	1.5 spaces per unit 1 guest space per 4 units Total: 74 Spaces	2 spaces per unit 14 guest spaces Total: 98 Spaces	Yes

The proposed project requires a variance permit to allow encroachment into the front and street side setbacks. This variance is necessary due to public right of way dedicated required by the City. Staff finds the variance justified because the mandatory dedication creates a unique, non-self-imposed physical constraint. As a result, the project cannot meet the required setbacks from the property line but still fulfills the intent of the standards

by providing much-needed multi-family housing and a desired use of the Gateway District. Further discussion is provided in the variance analysis section of this report.

Downtown Specific Plan:
According to the Downtown Specific Plan, the Gateway District is intended to create an inviting entryway the Downtown through the architectural enhancements and street beautification. Development in this district should feature enhanced street environments, screened parking areas, and a mix of contemporary architectural styles. Medium to high density residential uses, up to 30 units per acre, are encouraged. The project incorporates enhanced building architecture with varied materials, colors, and forms, while remaining compatible with neighboring buildings. The development complies with allowable density and includes improved sidewalks with landscaping strips. Additionally, the project provides more parking then required by the specific plan. Overall, the project meets a majority of the requirements Downton Specific Plan for the Gateway District, with the exception of the front and street side yard setbacks.

Multifamily Objective Design Standards:
The proposed development is compliant with the multifamily objective design standards as described below.

Entryway Design:
Residential units facing Church Street and Howson Street have front entries that are oriented to the street. Entryways are accentuated with a gable roof for the covered porches. All garage doors in the project face private streets or driveways and are not visible form the public right-of-way.

Massing and Articulation:
The residential development meets minimum massing break requirements by providing projected entries larger than 24 square feet with varying wall planes. End units along the northern property line are limited to two stories and do not exceed the height of adjacent residences by more than 15 feet. The residential buildings feature articulation with a variation of gable roofs, horizontal lap siding, accent awnings, and covered second-floor balconies.

Architectural Elements, Colors, and Materials:
All units include balconies larger than 48 square feet. Balcony walls meet the 15% transparency requirements with decorative metal railings. All windows and doors shall be trimmed. Overhead storage in the garage provides personal storage and meets minimum size requirements. The buildings will primarily use stucco with horizonal lap siding and will feature two color palettes, each with two neutral body colors and two accent colors.

Circulation:
Parking areas are connected internally and utilize shared driveways and streets within the development. Internal sidewalks connect the development to common areas and to public sidewalks along the project frontage. Parking spaces are located in private garages or screened from public-view behind the residential buildings. Short- term bicycle parking is provided adjacent to the play area.

Open Space and Common Areas:
The project includes landscaping and outdoor amenities, including a playground and picnic area. In accordance with the objective design standards, these amenities have been consolidated into a centralized location within the development.

Lighting and Fencing:
All lighting shall be dusk to dawn lighting and shall be designed and placed to ensure that lighting does not spill beyond the intended areas and beyond property lines. Fencing shall comply with zoning requirements and shall be made of vinyl material.

Architectural and Site Review (A/S 24-07): Pursuant to City Code section 30.50.43 within Chapter 30 (Zoning Ordinance), the Architectural and Site Review application must be reviewed for the following considerations.

a) **Traffic Safety and Efficiency:** The project will be providing two access points with a driveway along Howson Street and one along Church Street. The driveway along Howson Street will have full access by the residential development. The driveway along Church Street will be used for emergency vehicle and Recology access only. There will be a rolling gate installed on the Church Street driveway with clear signage and locking mechanisms to ensure vehicle access is limited. The Church Street driveway can only function as an emergency vehicle access due to its proximity to the intersection of Church Street and Howson Street and due to safety concerns. Residents will access individual units through private streets and driveways. Additionally, the development provides ample parking for both residents and guests. Using the downtown specific plan parking standards the development would only need to provide 74 parking spaces. The development is proposing 98 parking spaces, 24 more spaces then what is required.

b) **Signs:** No signs are included in this proposal. Any new signage will require a Sign Permit and shall abide by Chapter 30, Article XXXVII of the Zoning Ordinance and the Downtown Specific Plan.

c) **Site Development & Architectural Design:** The project proposes nine residential buildings that will contain a total of 42 townhome units. The buildings are strategically placed along the frontage of Howson and Church Street to provide an enhanced pedestrian environment and connection between the project and the rest of the downtown. Buildings that are located on private street are oriented to face a common garden paseo. The project meets the design standards as required the Multi-family Residential Objective Design Standards.

d) **Landscaping, Fencing & Screening:** The proposed project provides on-site landscaping and will be incorporating street trees, Chinese Pistache, along the public sidewalks on Howson Street and Church Street. Crepe Myrtle, Brisbane Box, Pink Trumpet, and Saratoga Bay trees will be placed throughout the project site to provide privacy, shade, and species variation. Various shrubs will be incorporated throughout the site. All landscaping will be managed by the Homeowners Association. Vinyl fencing will be provided along northern and

eastern property lines. Entryway patio fencing will also be provided for each townhome unit. All fencing and shall comply with Chapter 30, Article XXXIV of the Zoning Ordinance.

e) **Drainage:** The project will manage stormwater by storm drain piping with designated inlet and outlet areas, which the Homeowners Association will maintain.

f) **Fire Protection:** The site is designed to comply with fire access and services requirements by proving fire hydrants throughout and a gated emergency vehicle access driveway on Church Street.

g) **Environmental Impacts:** Due to previous use of automative repair and services, a Phase I Environmental Site Assessment was prepared by PIERS Environmental Service. The report recommended further investigation for potential site contamination be prepared. PIERS then prepared subsurface Investigation report in 2022, which identified soil contamination from volatile organic compounds (VOCs). In 2024, ENGEO conducted a supplemental soil gas assessment, confirmed the presence of VOCs, and recommended developing a site management plan and considering a vapor intrusion mitigation system underneath the future residential foundations. Site Cleanup Case No.2024-19s was opened with the Department of Environmental Health on December 13, 2024, and the applicant is actively addressing the contamination. The Department is currently awaiting a site management plan from the applicant outlining mitigation measures, which will address the environmental impacts.

Tentative Map (TM 24-01):
Pursuant to Section 21.41(a), the Vesting Tentative Map was distributed to various internal departments and utility agencies. Staff has determined that that the project layout, design and circulation comply with applicable standards, results in an orderly pattern of development, and is consistent with the Downtown Specific Plan land use designation. Criteria considered to reach this conclusion include the following:

a) **Site Layout:** The subject site is approximately 1.99 acres and proposes 42 townhome units, private yards for the units, private streets, drive aisles, parking areas, and common open space areas. The proposed development layout provides adequate access and meets applicable codes.

b) **Design and Size of Lots:** The proposed project proposes a single lot parcel map for the creation of 42 residential condominium units. There are no minimum lot sizes for condominium units. However, the lots have been determined to be adequate to accommodate the proposed buildings and private improvements.

c) **Density:** The project has a density of 21 dwelling units per acre which is consistent with the Downton Gateway zoning district and the General Plan land use designation.

d) **Circulation:** The project site will have access from the driveway on Howson

Street that would lead to private streets and drive aisles to individual units. A second driveway on Church Street shall be restricted to fire and solid waste access only. All private streets and drive aisles shall be maintained by the Homeowners Association. The names of private streets shall be approved by the street naming committee prior to final map recordation. The projects circulation has been evaluated and deemed adequate by Engineering, Fire and Police.

e) Open Space: The project provides 0.266 acres of common open space and 0.228 of private yard areas. All lots, except lots 18, 25,28, 41, will have ground-level private front yard areas. Lots 21, 22, 31, 32 and 37 will have an estimated 600-1,000 square feet of private yard area. All units will have second story balconies that exceed minimum size requirements. Private yard areas shall be managed by the property owners and common open space shall be managed by Homeowners Association.

f) Improvements: The project will include on-site stormwater management, private streets and sidewalks, and public sidewalks and landscape strips along project frontage. Utilities shall be provided and maintained by the Homeowners Association.

g) Property Dedications and Easements: The project will be incorporating all required easements necessary to serve the site. The project will be dedicating seven feet of property frontage along the Howson Street and two feet and six inches along Church Street to the City for the widening and maintenance of public right of way. All other public service easements throughout the site shall be maintained by the Homeowners Association.

In accordance with Gilroy City Code Section 21.41(i), initial approval of a tentative map is valid for twenty-four (24) months. Such approval may only be extended at the Council's discretion. Per Gilroy City Code Section 21.83.1(a), vesting tentative map rights shall be valid for a period of twelve months beyond the recording of the final map.

Variance (V 26-01):
The project includes a variance into the front and street side setbacks to minimize the disruption of the public-right-of-way dedication to the City. The Downtown Gateway District requires a minimum front and street side yard setback of 15 feet, measured from the property line, per City Section 30.19.20(c)(2). Due to the projects size, design, and proposed density, the developer argues that the minimum setback cannot be met. The proposed front yard setback is 10 feet from the property line and 22 from face of curb. The proposed street-side setback is nine feet six inches from the property line and 21 feet from the face of curb.

To accommodate enhanced sidewalks with a six-foot landscaping strip and a six-foot sidewalk, the applicant will be required to dedicate seven feet of project frontage to the City along Howson Street and two and a half feet along Church Street for the purposes the public right of way. This dedication moves the new property line further into the property and thus causing a reduced setback from the property line to the proposed

buildings. Although there is a reduced setback from the property line, there is still a sufficient setback as measured form the face of curb and is still meeting the intent of the zoning ordinance and Downtown Specific plan. The reduced setback measurement does not conflict with the Gateway Districts' main goal of street beautification, proving an enhance pedestrian experience, and maintaining the desired medium to high density range. Per the Downtown Specific plan, allowing varied front yard setbacks in the Gateway District provides opportunities to allow for beautification. The intent of the front yard setback is to provide a transition as travelers are entering the Downtown. That transition is still achieved through the project's six-foot landscaping strip, six-foot sidewalks, landscaped front entries, and pedestrian oriented and designed townhomes.

Applicant Justification

The applicant states that Downtown Specific Plan, Zoning Ordinance, and adopted standard street conflict with each other thus making it difficult to interpret setback measurement points. The Downtown Specific Plan does not clearly indicate the measurement point for setbacks and the images provides are ambiguous. The zoning ordinance indicates that the setbacks are measured from the property line. However, the adopted standard street sections show that property lines begin at face of curb. Additionally, the applicant argues that the Downton Specific Plan did not contemplate instances where existing right-of-way extends beyond the face of curb. With the inconsistency in property lines and setbacks and existing conditions it has made it difficult for the project to accommodate the required dedications, setbacks, while still meeting all other requirements. The project would be providing a 21-foot setback from face of curb which includes a planter strip, sidewalk, and private landscaping. The proposed setback meets and exceeds the intended transition and street beautification being requested in the Downtown Specific Plan. Additional applicant justification can be found in Attachment E.

In accordance with Gilroy City Code Section 30.50.20(3), approval of variances from the City's development standards may be allowed only when specified findings can be made. Those findings along with staff's assessment of the project's compliance with the findings can be found in draft variance resolution as Attachment H.

Technical Advisory Committee (TAC): Project plans were routed to Engineering, Building, Police, and Fire representatives for internal review and comment. Pursuant to City Code Section 21.41(a), the Tentative Map was distributed for consideration by various departments and utility agencies. Recommendations of the TAC members and Utility agencies have been incorporated into the project plans and are included as conditions in attached resolution(s).

PUBLIC NOTICING:

On March 19, 2026, notices of this Planning Commission meeting were mailed to the property owners along within other interested parties. The project was also noticed in the March 20, 2026, edition of the Gilroy Dispatch. In addition, the property has been posted with on-site signage notifying passersby of pending development, and the Planning Commission public hearing packets are available through the City's webpage.

APPEAL PROCEDURE:

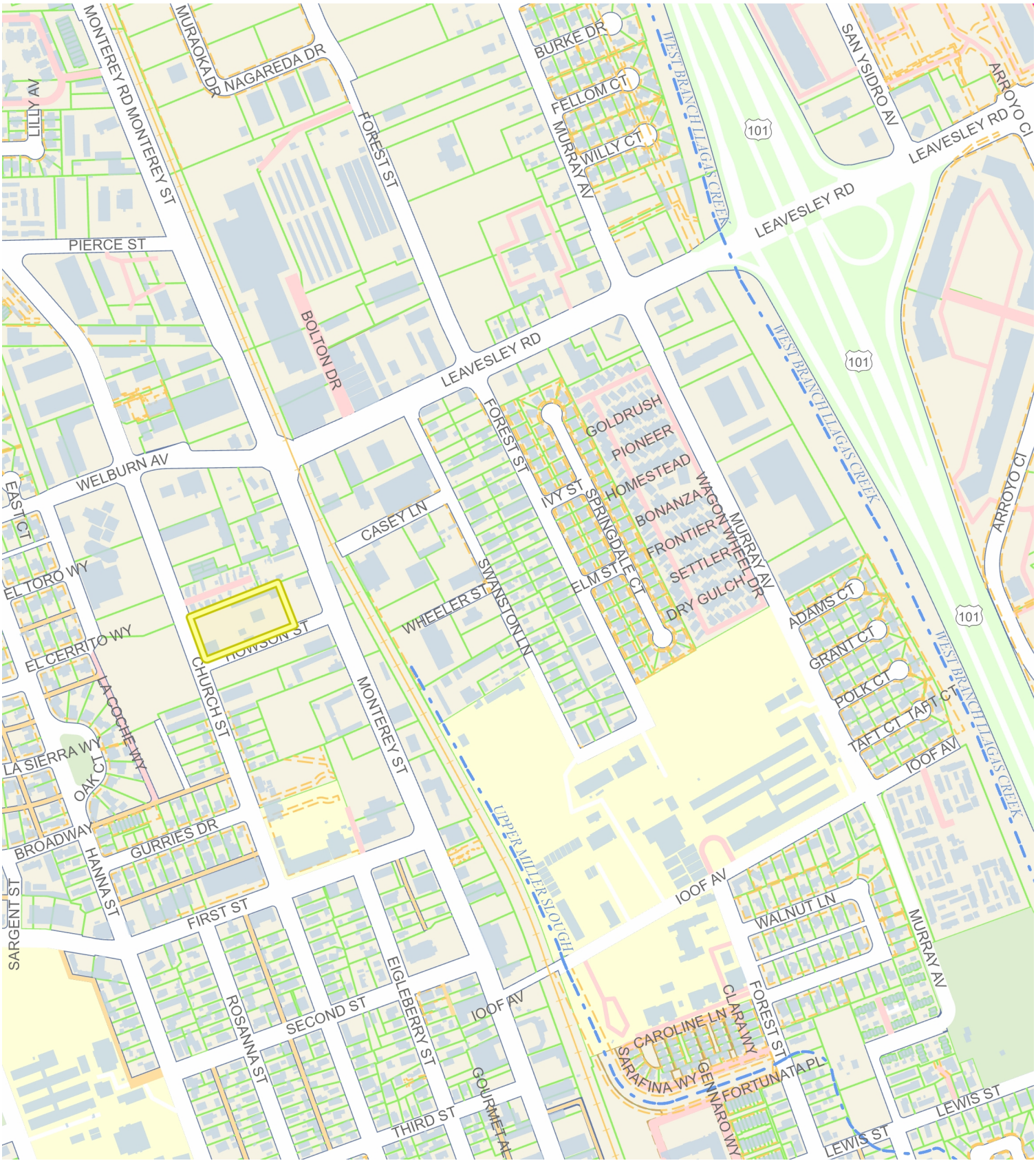
In accordance with City Code Section 30.51.50, the Planning Commission's action is not final, but rather a recommendation. As such, the matter will be considered by the City Council at a later date.

Attachments:

A. Vicinity Map
B. Reduced Project Plans
C. Operational Analysis dated November 25, 2025
D. VMT Assessment Dated July 12, 2024
E. Supplemental Applicant Variance Justification
F. Architectural and Site Review Resolution
G. Tentative Map Resolution
H. Variance Resolution

95 Howson Street

City of Gilroy



0.3 0 0.14 0.3 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

City of Gilroy, GIS Services

1: 9,028

Note: Map is for reference purposes only.



Note: Artist's conception; colors, materials, application, and landscape treatment may vary.

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Conceptual Tree Plan L-4
Conceptual Planting Plan L-5
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95 Howson *Gilroy, CA*

2022289 | 02-19-2026

Bebek Development Company
Contact: John Bebek III
31815 Camino Capistrano, Suite 27, San Juan Capistrano, CA 92675
949.235.3642 | www.bebekdevelopment.com

WHA. Architects . Planners . Designers .
Contact: Nick Manea
680 Newport Center Drive, Suite 300, Newport Beach, CA 92660
949.250.0607 | www.WHAinc.com

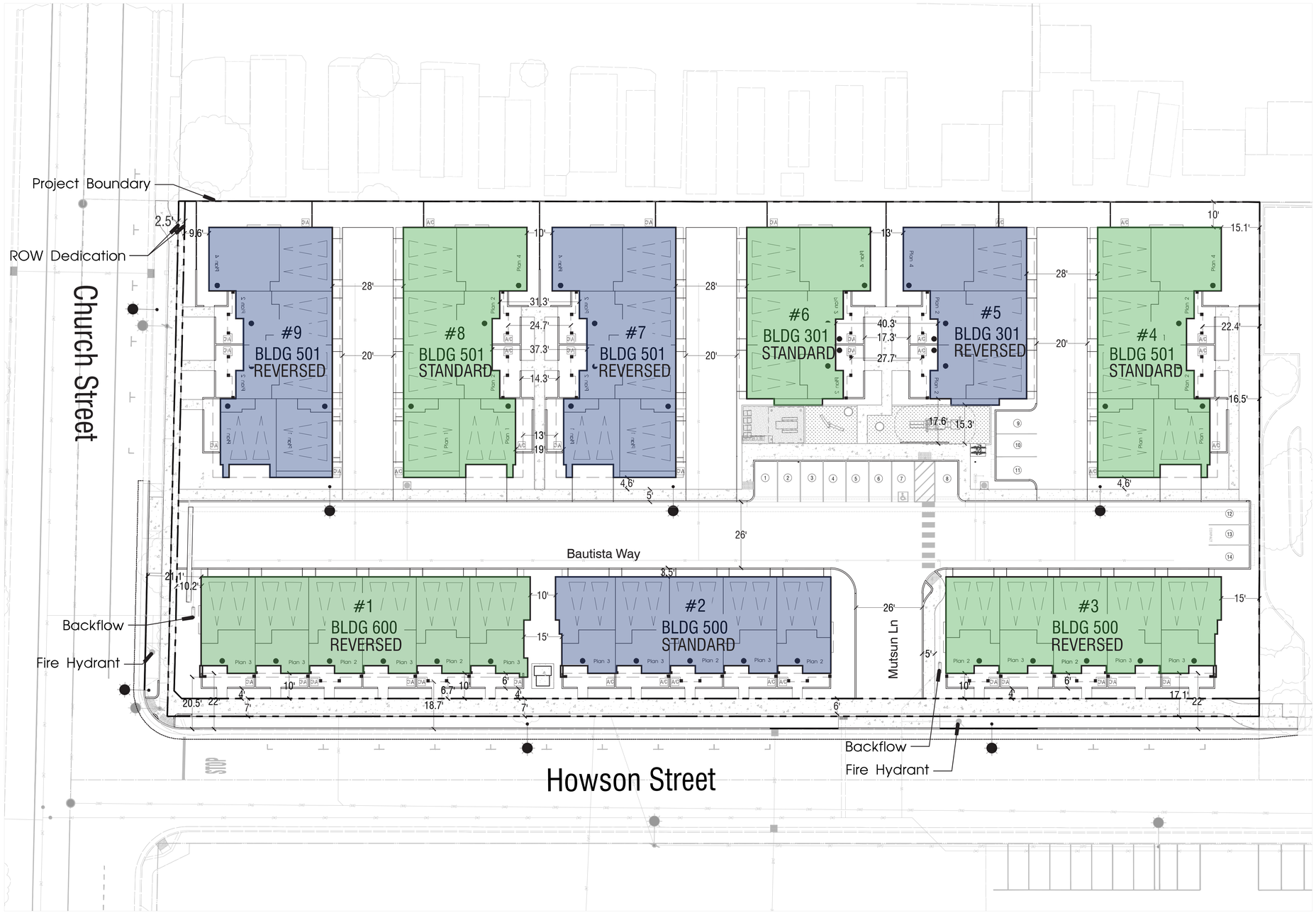
MH Engineering Co.
Contact: Allen Andrade
16075 Vineyard Blvd.
Morgan Hill, CA 95037
831.524.2212 | www.mhengineering.com

Land Concern
Contact: Garrett Bustos
18301 Von Karman Ave. #760, Irvine, CA 92612
949.250.4822 | www.landconcern.com

Submittal Log

Formal City Submittal 1	03/11/2024
Formal City Submittal 2	08/31/2024
Formal City Submittal 3	Updated 09/10/2024
Formal City Submittal 4	02/04/2025
Formal City Submittal 5	10/31/2025
Formal City Submittal 6	02/19/2026

Design Review Project No.:



Color Plotting

- Color Scheme 1
- Color Scheme 2

Project Summary

Total Site Area: ± 1.99 Acres or 86,845 SF (Total Project Area)
± 1.91 Acres or 83,338 SF (Net, After 3,507 SF ROW Dedication)

Total Units: 42 Homes (Including 5 ADA Units)
- (8) Plan 1: ± 1,429 SF (Saleable), 3 Bed, 2.5 Bath
- (18) Plan 2: ± 1,650 SF (Saleable), 4 Bed, 3.5 Bath
- (10) Plan 3: ±1,820 SF (Saleable), 4 Bed, 3.5 Bath
- (6) Plan 4: ±1,898 SF (Saleable), 3 Bed (Opt. 4 Bed), 3.5 Bath

Density: 21.1 DU/AC (Gross), 21.9 DU/AC (Net)

Max. Building Height: 3 Story, 39'-4"

Lot Coverage: 40.1% (34,850 SF / 86,845 SF)
41.8% (34,850 SF / 83,338 SF)

Parking:

Required: 74 Spaces
- Residence: 63 Spaces (1.5 sp./unit)
- Guest: 11 Spaces (.25 sp/unit)

Provided: 98 Spaces
- Garage: 84 Spaces
- Guest: 14 Spaces (Including 1 ADA Stall)

Dev. Standards Compliance		
	Zoning	Project
Zoning	Downtown Gateway District	Downtown Gateway District
Max. Density	30 Du/Ac	21 DU/AC (Gross), 22 Du/Ac (Net)
Setbacks		
Front/Street	15'	Howson: 17' from Face of Curb, Church: 21.1' from Face of Curb
Side	15'	15'
Rear	10'	10'
Max. Building Height	40' and 3 Stories	39'-4" and 3 Stories
Lot Coverage	N/A	40.1% Gross, 41.8% Net
Parking	63 Res + 11 Guest	84 Res + 14 Guest
Accessible Parking	1	1
EV Parking	In Garage (per CalGreen)	In Garage
Bike Parking	2	2

Existing Buildings (all will be demolished): 14,557 SF Total			
Proposed Buildings			
Type	Building #	Building Footprint	Building Gross Area
BLDG 600	#1	4,764	15,083
BLDG 500	#2, #3	3,981	12,540
BLDG 501	#4, #7, #8, #9	4,098	11,718
BLDG 301	#5, #6	2,866	7,368
TOTAL BUILDING GROSS AREA		34,850	101,771

Notes:

1. Site plan is for conceptual purposes only.
2. Site plan must be reviewed by planning, building, and fire departments for code compliance.
3. Base information per civil engineer.
4. Civil engineer to verify all setbacks and grading information
5. Building Footprints might change due to the final design elevation style.
6. Open space area is subject to change due to the balcony design of the elevation.
7. Building setbacks are measured from property lines to building foundation lines.

ARCHITECTURAL SITE PLAN

95 HOWSON

GILROY, CA

SP-1

0 10 20 60

DESIGN REVIEW SUBMITTAL

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BDC
BEBEK DEVELOPMENT COMPANY

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Open Space Standards Compliance		
	Objective Design Standards	Project
Open Space		
Passive:2 with a minimum area of 400 sq. ft. total		1 Passive Area, 400 SF total
Active: 2 with a minimum area of 800 sq. ft. total		2 Active Areas: 1,000 SF total
Private OS: All ground floor residential units shall include a balcony, patio, porch, or stoop with a minimum 48 sq. ft. in area		Plan 1: 84 SF (Balcony) Plan 2: 153 SF (Balcony) Plan 3: 104 SF (Balcony) Plan 4: 105 SF-216 SF (Porch)
Private ground level yard areas, ranging from 94 to 870 sf, in excess of the balconies and porches tabulated in the row above for minimal area required.		

Notes:

1. Site plan is for conceptual purposes only.
2. Site plan must be reviewed by planning, building, and fire departments for code compliance.
3. Base information per civil engineer.
4. Civil engineer to verify all setbacks and grading information
5. Building Footprints might change due to the final design elevation style.
6. Open space area is subject to change due to the balcony design of the elevation.
7. Building setbacks are measured from property lines to building foundation lines.

Conceptual Open Space

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GILROY, CA

BEBEK DEVELOPMENT COMPANY

SP-2

0 4 8 16

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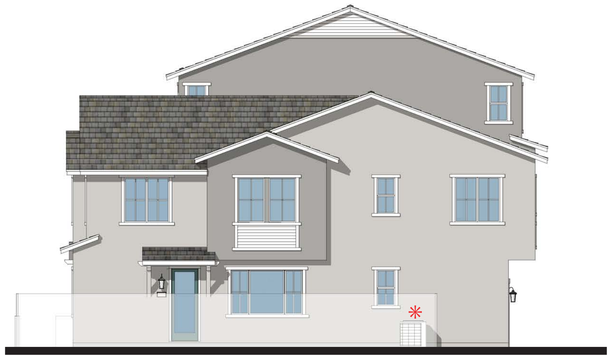
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	BLDG. TYPE	ORIENTA-TION	COLOR
BLDG. 1	600	REVERSED	SCH. 1
BLDG. 2	500	STANDARD	SCH. 2
BLDG. 3	500	REVERSED	SCH. 1
BLDG. 4	501	STANDARD	SCH. 1
BLDG. 5	301	REVERSED	SCH. 2
BLDG. 6	301	STANDARD	SCH. 1
BLDG. 7	501	REVERSED	SCH. 2
BLDG. 8	501	STANDARD	SCH. 1
BLDG. 9	501	REVERSED	SCH. 2

REFER TO SITE PLAN ON SHEET SP-1



North Facing Elevation

(Based on Bldg. 5)



East Facing Elevation

(Based on Bldg. 5)



South Facing Elevation

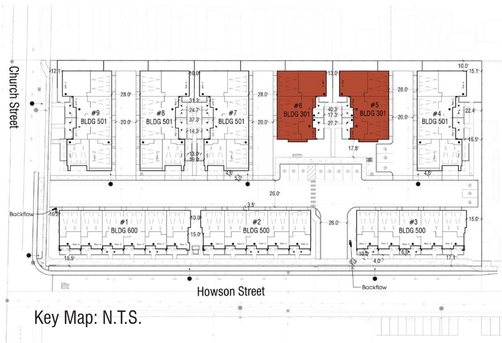
(Based on Bldg. 5)



West Facing Elevation

(Based on Bldg. 5)

Note: Color Scheme 2 shown.
Artist's conception; colors, materials and application may vary.



Key Map: N.T.S.

BUILDING MATERIAL

Roof:	Concrete Flat Tile Roof
Exterior:	Stucco Finish, Lap Siding
Exterior Accents:	Decorative Light Fixture
Deck Accents:	Metal Railing
Window & Door Trim:	Fiber Cement Trim
Entry Door:	Decorative Front Entry Door
Garage Door:	Sectional Garage Doors

Color Scheme 2 Shown (Occurs at Bldg. 5)

Farmhouse Style

3-PLEX TOWNHOMES | Building 301 Conceptual Elevations

BEBEK DEVELOPMENT COMPANY

95 HOWSON

GILLROY, CA

A-1

0 4 8 16

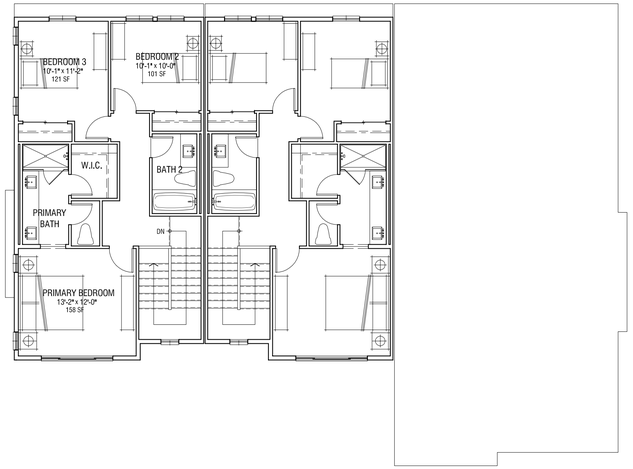
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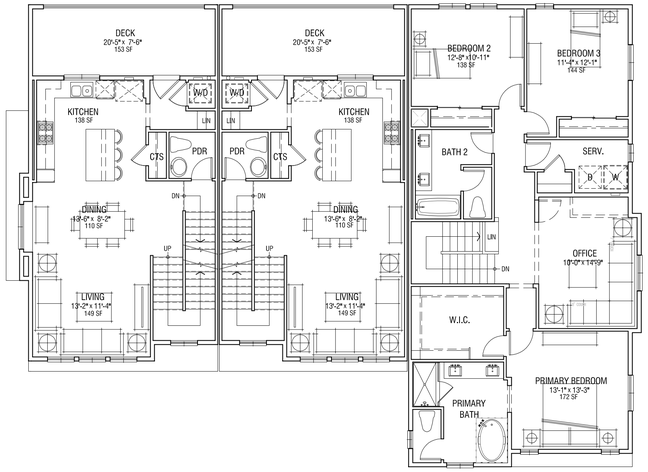
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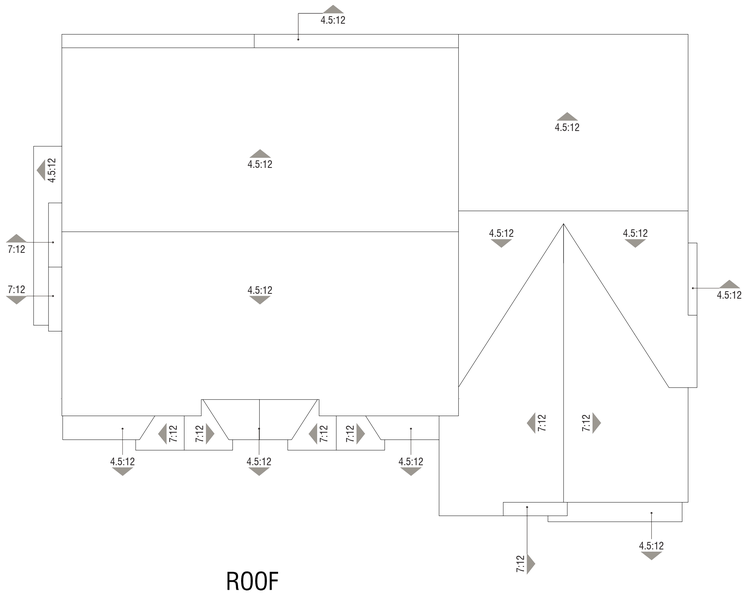
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THIRD FLOOR

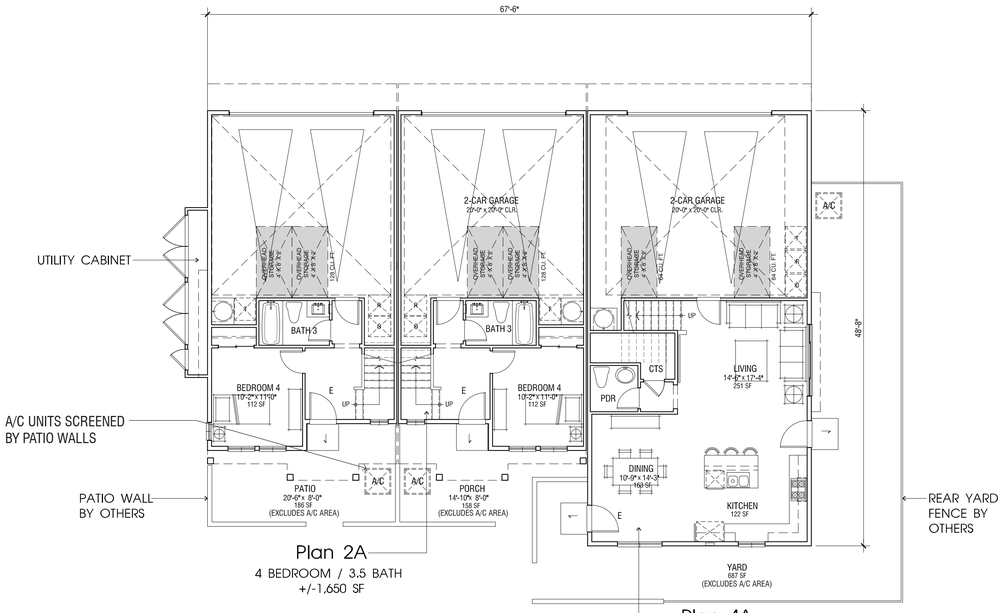


SECOND FLOOR



ROOF

Rake: 1'-0"
Eave: 1'-0"



Plan 2A
4 BEDROOM / 3.5 BATH
+/-1,650 SF

FIRST FLOOR

Plan 4A
3 BEDROOM / 3.5 BATH / OFFICE / OPT. BED 4

OCCUPANCY: R3
CONSTRUCTION TYPE: VB
SPRINKLER SYSTEM: 13D

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

3-PLEX TOWNHOMES | Building 301 Conceptual Floor Plans

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GILROY, CA

A-2

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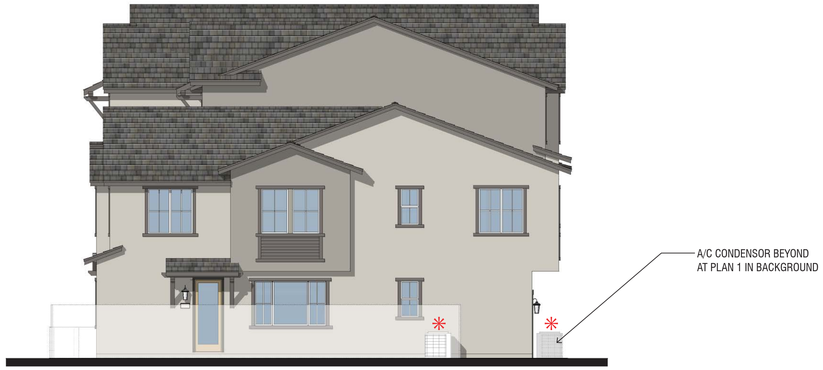
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BLDG. 1	600	REVERSED	SCH. 1
BLDG. 2	500	STANDARD	SCH. 2
BLDG. 3	500	REVERSED	SCH. 1
BLDG. 4	501	STANDARD	SCH. 1
BLDG. 5	301	REVERSED	SCH. 2
BLDG. 6	301	STANDARD	SCH. 1
BLDG. 7	501	REVERSED	SCH. 2
BLDG. 8	501	STANDARD	SCH. 1
BLDG. 9	501	REVERSED	SCH. 2

REFER TO SITE PLAN ON SHEET SP-1



North Facing Elevation

(Based on Bldg. 4)



West Facing Elevation

(Based on Bldg. 4)



South Facing Elevation

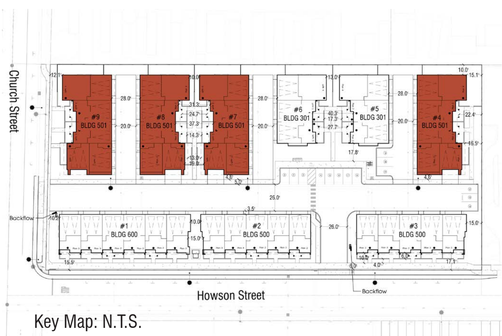
(Based on Bldg. 4)



East Facing Elevation

(Based on Bldg. 4)

Note: Color Scheme 1 shown.
Artist's conception; colors, materials and application may vary.



Key Map: N.T.S.

BUILDING MATERIAL

Roof:	Concrete Flat Tile Roof
Exterior:	Stucco Finish, Lap Siding
Exterior Accents:	Decorative Light Fixture
Deck Accents:	Metal Railing
Window & Door Trim:	Fiber Cement Trim
Entry Door:	Decorative Front Entry Door
Garage Door:	Sectional Garage Doors

Color Scheme 1 Shown (Occurs at Bldg. 4, and 8)

Farmhouse Style

5-PLEX TOWNHOMES | Building 501 Conceptual Elevations

95 HOWSON

GILROY, CA

BDC
BEBEK DEVELOPMENT COMPANY

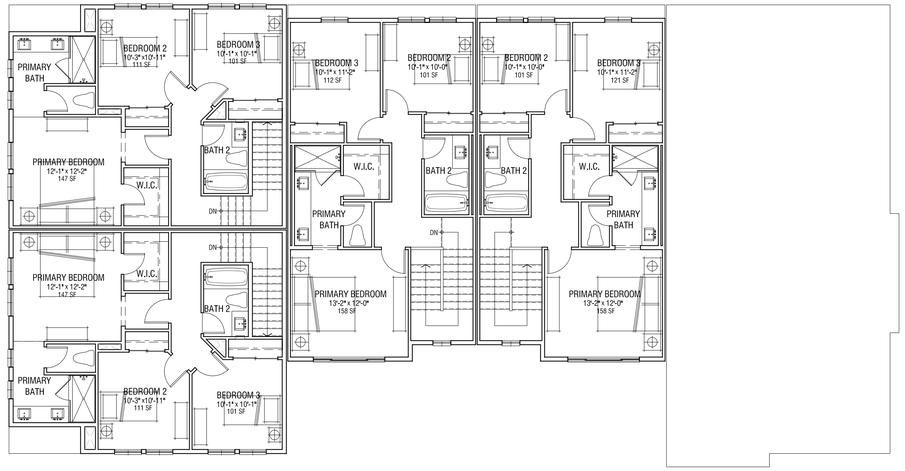
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A-3

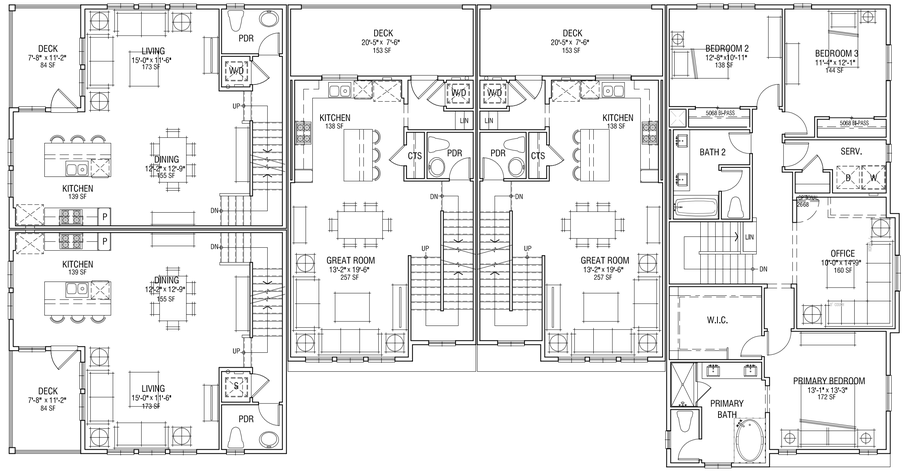
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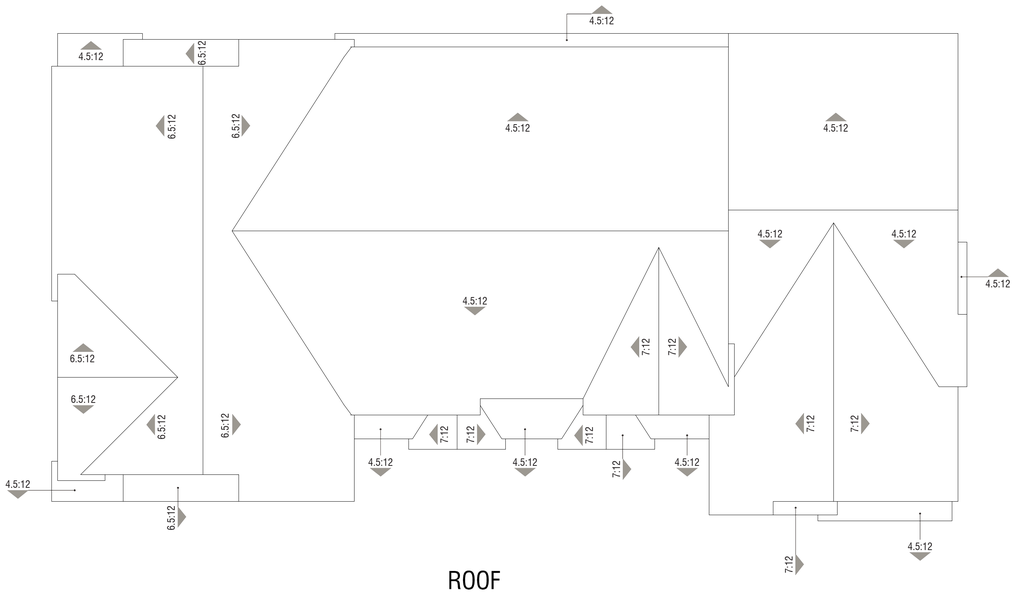
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THIRD FLOOR

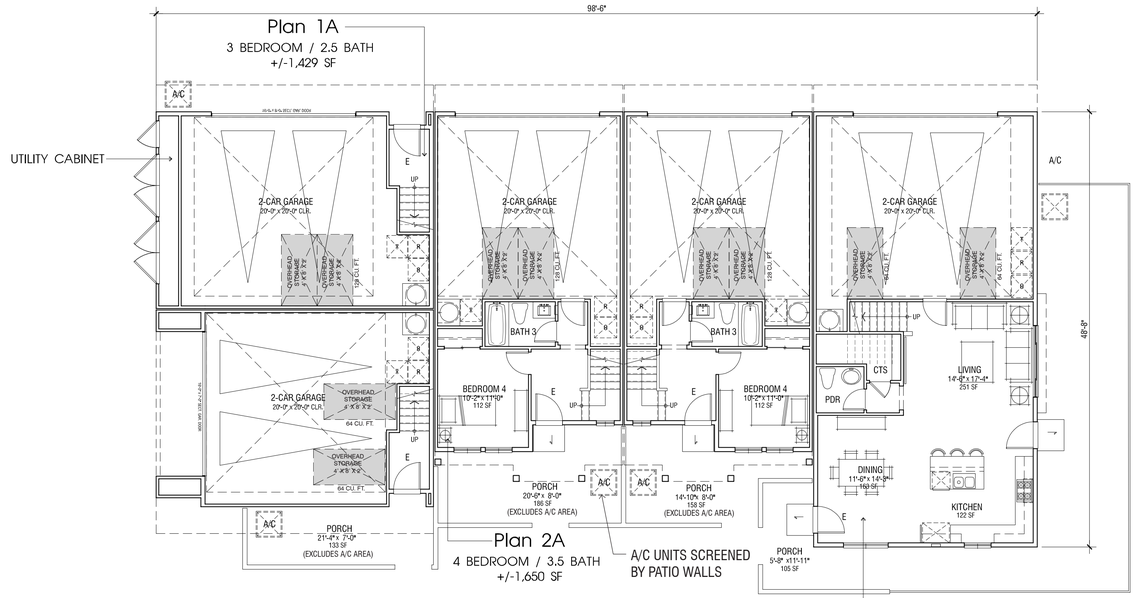


SECOND FLOOR



Rake: 1'-0"
Eave: 1'-0"

ROOF



FIRST FLOOR

OCCUPANCY: R3
CONSTRUCTION TYPE: VB
SPRINKLER SYSTEM: 13D

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

5-PLEX TOWNHOMES | Building 501 Conceptual Floor Plans

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	BLDG. TYPE	ORIENTA-TION	COLOR
BLDG. 1	600	REVERSED	SCH. 1
BLDG. 2	500	STANDARD	SCH. 2
BLDG. 3	500	REVERSED	SCH. 1
BLDG. 4	501	STANDARD	SCH. 1
BLDG. 5	301	REVERSED	SCH. 2
BLDG. 6	301	STANDARD	SCH. 1
BLDG. 7	501	REVERSED	SCH. 2
BLDG. 8	501	STANDARD	SCH. 1
BLDG. 9	501	REVERSED	SCH. 2

REFER TO SITE PLAN ON SHEET SP-1



East Facing Elevation

(Based on Bldg. 2)



North Facing Elevation

(Based on Bldg. 2)



West Facing Elevation

(Based on Bldg. 2)

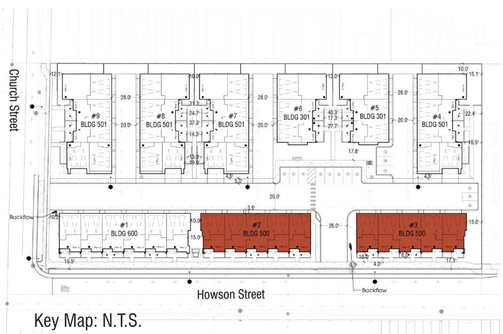


✳ A/C CONDENSOR SHOWN SCREENED BE-HIND LOW PATIO WALLS REFER TO LAND-SCAPE PLANS FOR WALL AND FENCE.

South Facing Elevation

(Based on Bldg. 2)

Note: Color Scheme 2 shown.
Artist's conception; colors, materials and application may vary.



Key Map: N.T.S.

BUILDING MATERIAL

Roof:	Concrete Flat Tile Roof
Exterior:	Stucco Finish, Lap Siding
Exterior Accents:	Decorative Light Fixture
Deck Accents:	Metal Railing
Window & Door Trim:	Fiber Cement Trim
Entry Door:	Decorative Front Entry Door
Garage Door:	Sectional Garage Doors

Color Scheme 2 Shown (Occurs at Bldg. 2)

Farmhouse Style

5-PLEX TOWNHOMES | Building 500 Conceptual Elevations

95 HOWSON

GILROY, CA

BDC
BEBEK DEVELOPMENT COMPANY

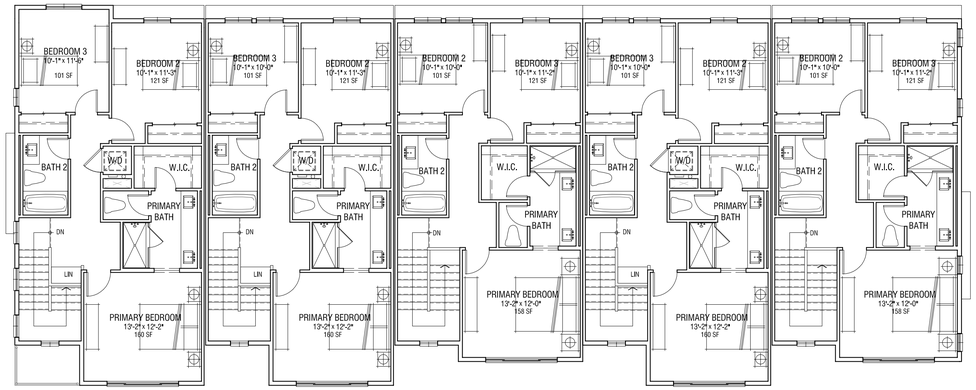
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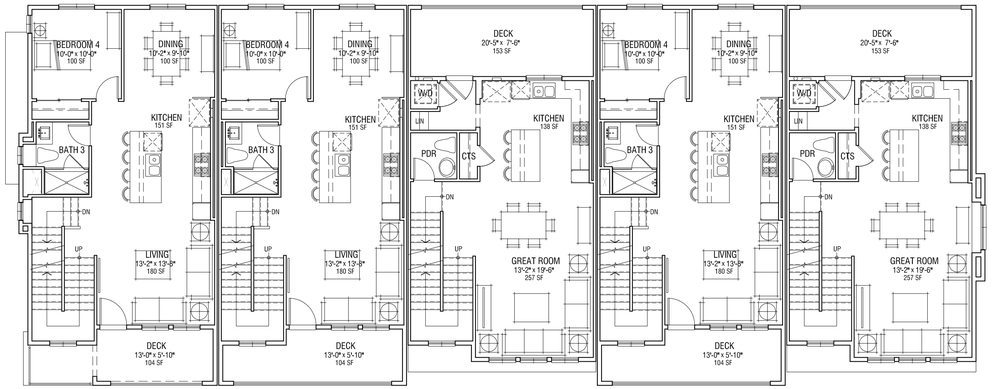
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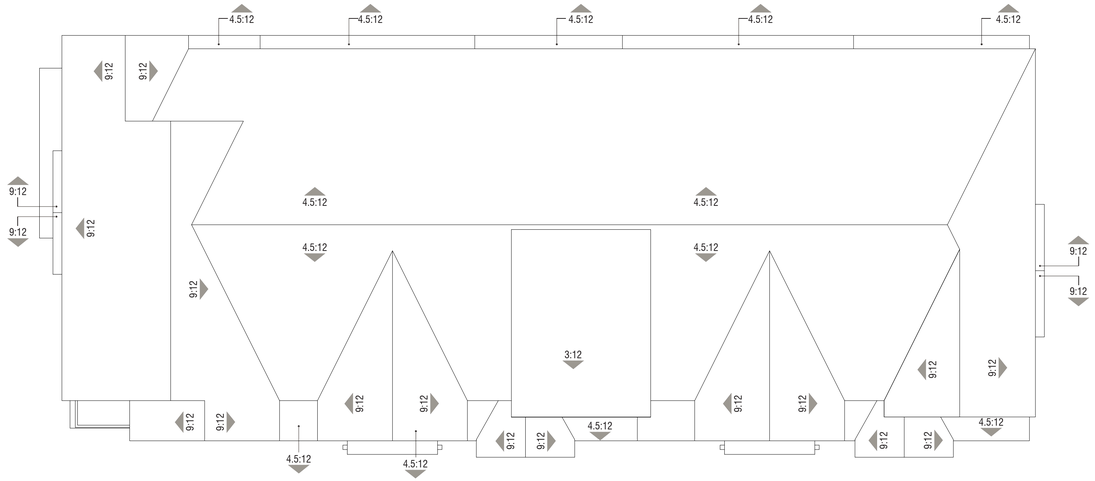
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THIRD FLOOR

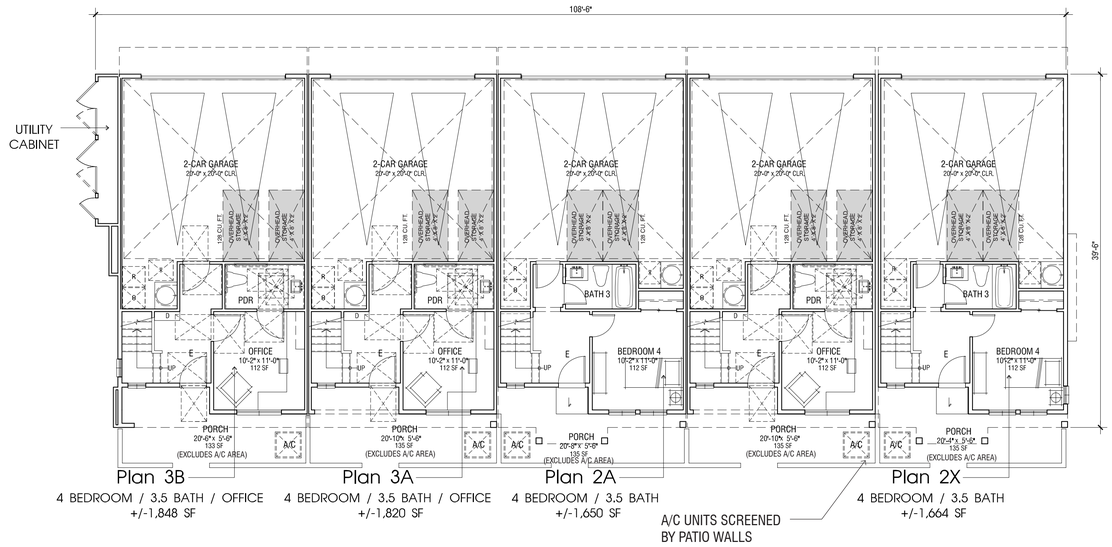


SECOND FLOOR



Rake: 1'-0"
Eave: 1'-0"

ROOF PLAN



Plan 3B
4 BEDROOM / 3.5 BATH / OFFICE
+/-1,848 SF

Plan 3A
4 BEDROOM / 3.5 BATH / OFFICE
+/-1,820 SF

Plan 2A
4 BEDROOM / 3.5 BATH
+/-1,650 SF

A/C UNITS SCREENED BY PATIO WALLS

Plan 2X
4 BEDROOM / 3.5 BATH
+/-1,664 SF

FIRST FLOOR

OCCUPANCY: R3
CONSTRUCTION TYPE: VB
SPRINKLER SYSTEM: 13D

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

5-PLEX TOWNHOMES | Building 500 Conceptual Floor Plans

BEBEK DEVELOPMENT COMPANY

95 HOWSON

GILROY, CA

A-6

0 4 8 16

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	BLDG. TYPE	ORIENTA-TION	COLOR
BLDG. 1	600	REVERSED	SCH. 1
BLDG. 2	500	STANDARD	SCH. 2
BLDG. 3	500	REVERSED	SCH. 1
BLDG. 4	501	STANDARD	SCH. 1
BLDG. 5	301	REVERSED	SCH. 2
BLDG. 6	301	STANDARD	SCH. 1
BLDG. 7	501	REVERSED	SCH. 2
BLDG. 8	501	STANDARD	SCH. 1
BLDG. 9	501	REVERSED	SCH. 2

REFER TO SITE PLAN ON SHEET SP-1



East Facing Elevation

(Based on Bldg. 1)



North Facing Elevation

(Based on Bldg. 1)



West Facing Elevation

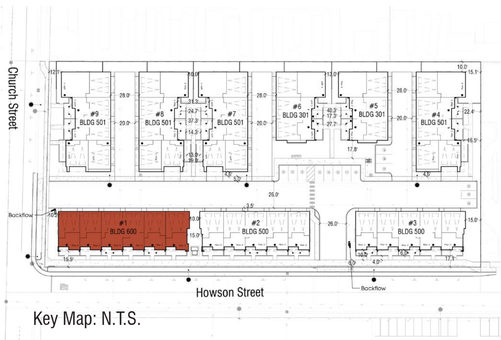
(Based on Bldg. 1)



South Facing Elevation

(Based on Bldg. 1)

Note: Color Scheme 1 shown.
Artist's conception; colors, materials and application may vary.



Key Map: N.T.S.

BUILDING MATERIAL

Roof:	Concrete Flat Tile Roof
Exterior:	Stucco Finish, Lap Siding
Exterior Accents:	Decorative Light Fixture
Deck Accents:	Metal Railing
Window & Door Trim:	Fiber Cement Trim
Entry Door:	Decorative Front Entry Door
Garage Door:	Sectional Garage Doors

Color Scheme 1 Shown (Occurs at Bldg. 1)

Farmhouse Style

6-PLEX TOWNHOMES | Building 600 Conceptual Elevations

95 HOWSON

GILROY, CA

BDC
BEBEK DEVELOPMENT COMPANY

0 4 8 16

A-7

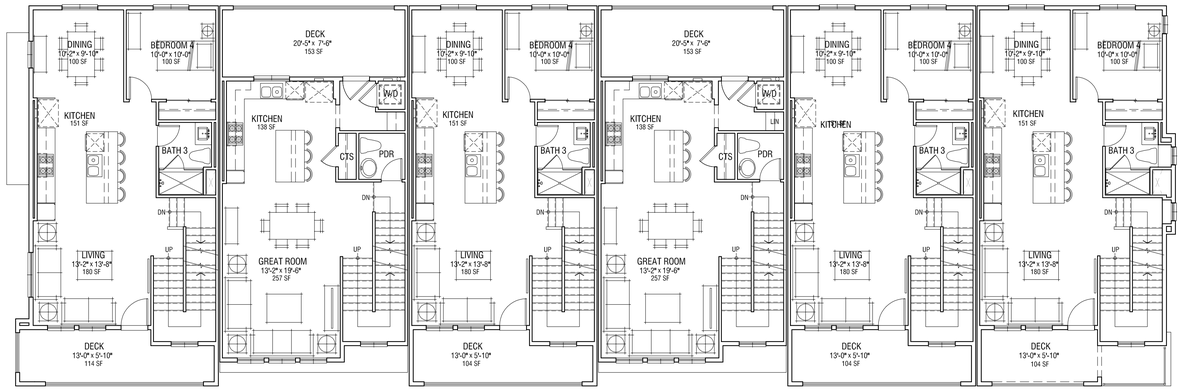
DESIGN REVIEW SUBMITTAL

© 2025 WILLIAM HEZMALHALCH ARCHITECTS, INC. DBA WHA. | 2022289 | 02-19-26

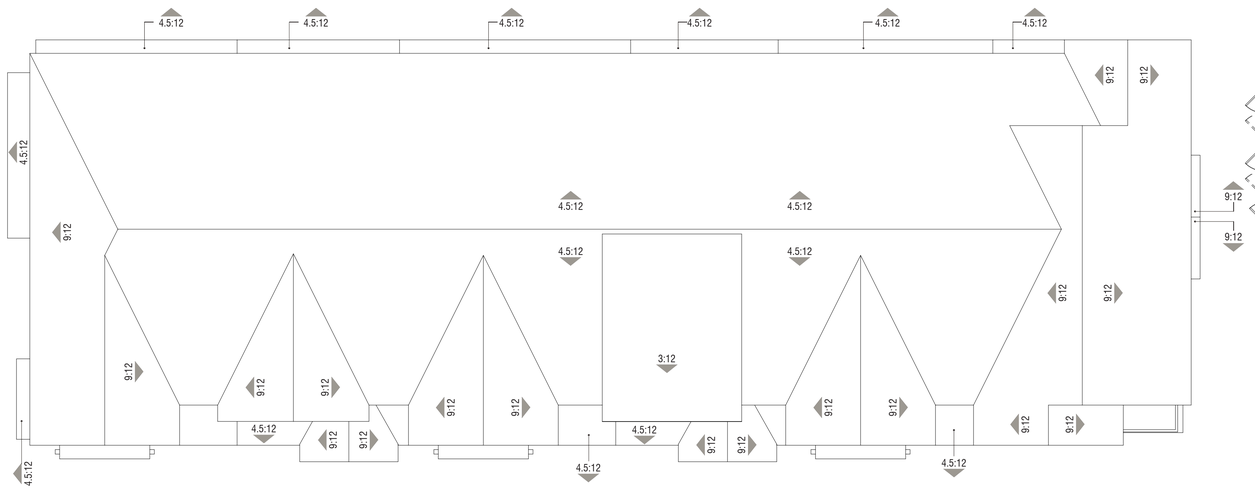
ARCHITECTS . PLANNERS . DESIGNERS
WHA.
ORANGE COUNTY . LOS ANGELES . BAY AREA . SACRAMENTO



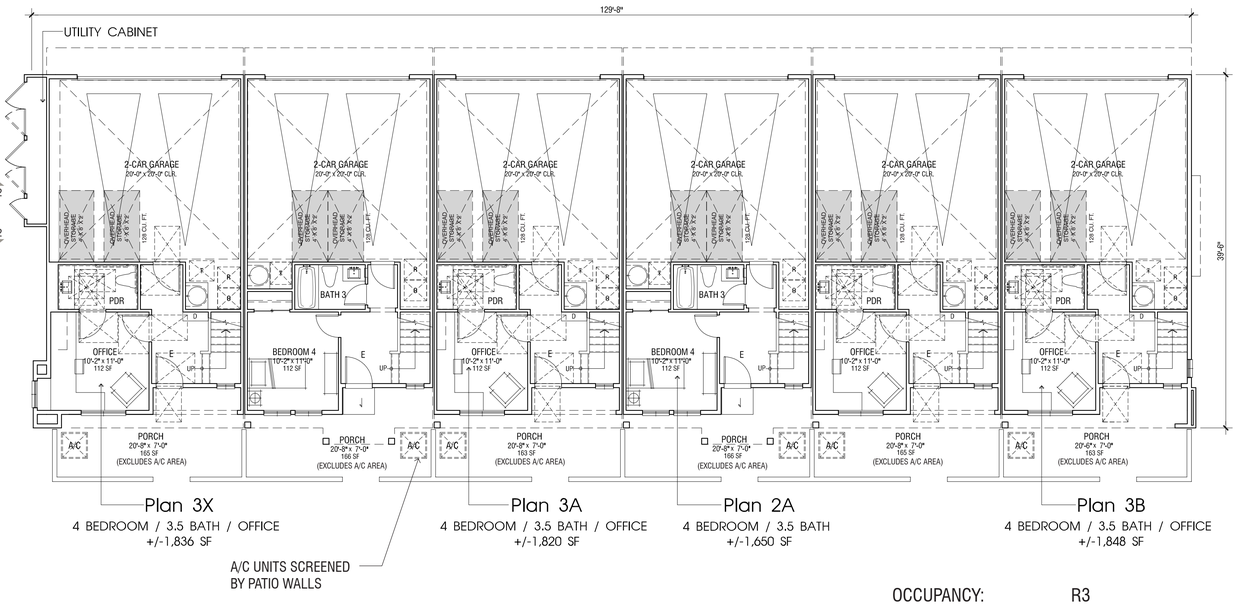
THIRD FLOOR



SECOND FLOOR



ROOF



Plan 3X
4 BEDROOM / 3.5 BATH / OFFICE
+/-1,836 SF

Plan 3A
4 BEDROOM / 3.5 BATH / OFFICE
+/-1,820 SF

Plan 2A
4 BEDROOM / 3.5 BATH
+/-1,650 SF

Plan 3B
4 BEDROOM / 3.5 BATH / OFFICE
+/-1,848 SF

A/C UNITS SCREENED BY PATIO WALLS

OCCUPANCY: R3
CONSTRUCTION TYPE: VB
SPRINKLER SYSTEM: 13D

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

6-PLEX TOWNHOMES | Building 600 Conceptual Floor Plans

95 HOWSON

GILROY, CA

BEBEK DEVELOPMENT COMPANY

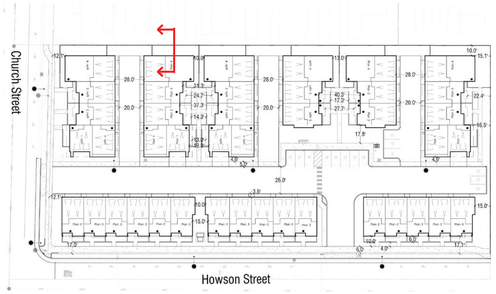
A-8

0 4 8 16

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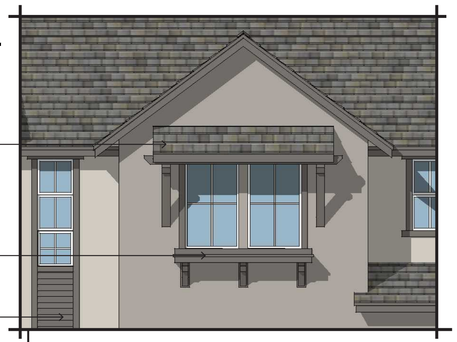
KEY MAP: NTS



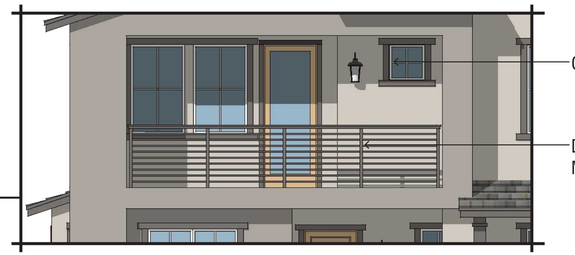
SECTION AT THE NORTH PROPERTY LINE AND EXISTING STRUCTURES (AT BLDG. 8)



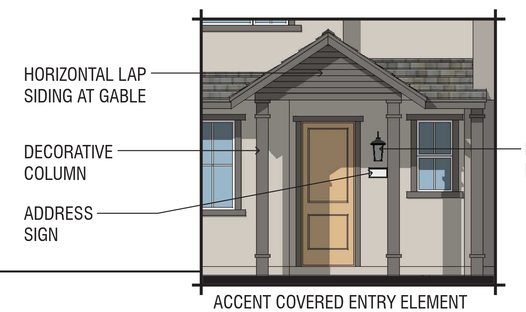












ACCENT COVERED ENTRY ELEMENT

ARCHITECTURAL DETAILS

BDC
BEBEK DEVELOPMENT COMPANY

95 HOWSON

GILROY, CA

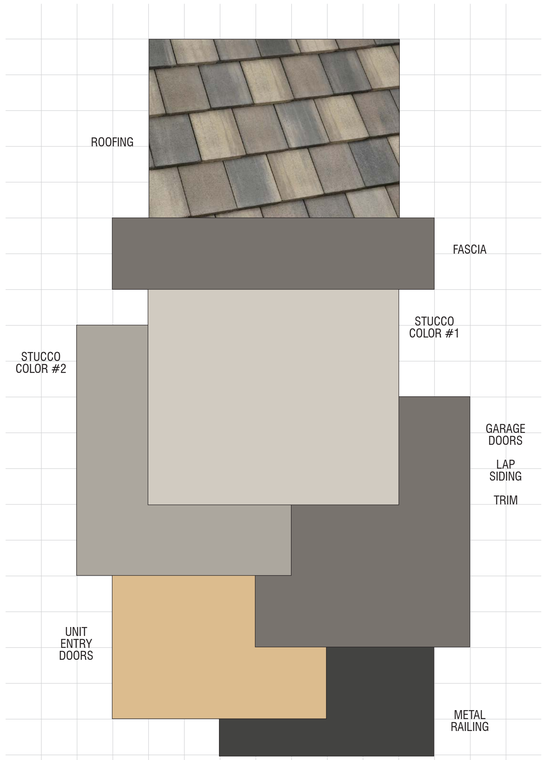
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0 4 8 16

DESIGN REVIEW SUBMITTAL

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ORANGE COUNTY .. LOS ANGELES .. BAY AREA .. SACRAMENTO



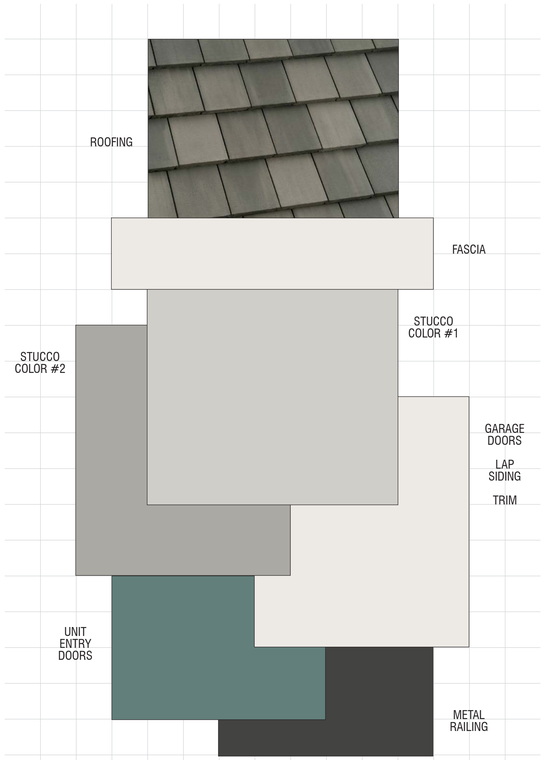
Exterior Color & Materials

SCHEME 1 — ALL BUILDINGS

Material	Color	Manufacturer
Roofing: Concrete Slate Tile	SCB 8827 Tacoma Blend Ref: .15 Emi: .92 A.SRI: 17 CRRC: 0918-0047	Eagle
Vinyl Windows *(factory finish)*	White	TBD
Gutters & Downspouts	Match Adjacent Color	TBD
Stucco Color #1 *(16/20 sand finish)*	TBD (Match Sherwin Williams SW 7029 Agreeable Gray)	Omega
Stucco Color #2 *(16/20 sand finish)*	TBD (Match Sherwin Williams SW 7017 Dorian Gray)	Omega
Trim Color *(applied to):* Barge Boards Columns Eaves Fascia French Doors Garage Doors Lap Siding Trim Utility Doors	SW 7019 Gauntlet Gray	Sherwin Williams
Accent Color *(applied to):* Unit Entry Doors	SW 7692 Cupola Yellow	Sherwin Williams
Metal Railing	SW 7069 Iron Ore	Sherwin Williams
Garage Door Weatherstrip *(factory finish)*	Match Garage Door Color	TBD

NOTE: Notify WHA if any variation occurs between these schemes and the construction documents prior to purchase. Contact Jennifer Sandate (949) 250-0607.

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Exterior Color & Materials

SCHEME 2 — ALL BUILDINGS

Material	Color	Manufacturer
Roofing: Concrete Slate Tile	4697 Slate Range Ref: .15 Emi: .94 A.SRI: 16 CRRC: 0918-0046	Eagle
Vinyl Windows *(factory finish)*	White	TBD
Gutters & Downspouts	Match Adjacent Color	TBD
Stucco Color #1 *(16/20 sand finish)*	TBD (Match to Sherwin Williams SW 7671 On The Rocks)	Omega
Stucco Color #2 *(16/20 sand finish)*	TBD (Match to Sherwin Williams SW 7650 Ellie Gray)	Omega
Trim Color *(applied to):* Barge Boards Columns Eaves Fascia French Doors Garage Doors Lap Siding Trim Utility Doors	SW 7004 Snowbound	Sherwin Williams
Accent Color *(applied to):* Unit Entry Doors	SW 0018 Teal Stencil	Sherwin Williams
Metal Railing	SW 7069 Iron Ore	Sherwin Williams
Garage Door Weatherstrip *(factory finish)*	Match Garage Door Color	TBD

NOTE: Notify WHA if any variation occurs between these schemes and the construction documents prior to purchase. Contact Jennifer Sandate (949) 250-0607.

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CONCEPTUAL COLORS AND MATERIALS

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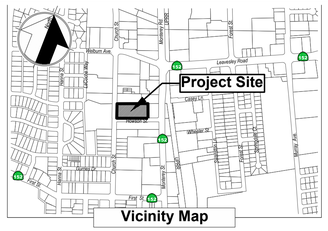
Engineer's Statement: I, Allen Andrade, RCE 58384 certify that this plan set for Tentative Map and Architectural/Site Review was prepared by me or under my direct supervision and that it complies with the City of Gilroy Code requirements and the California Subdivision Map Act.

Surveyor's Statement: I, Allen Andrade, LS7741 certify that this plan set for Tentative Map and Architectural/Site Review was prepared by me or under my direct supervision and that it complies with the City of Gilroy Code requirements and the California Subdivision Map Act.

Geotechnical Report: A soils report on this property has been prepared by Stevens, Ferrone & Bailey , Project No. 1022-2 entitled Geotechnical Investigation 95 Howson Street - Gilroy, California dated 1/31/2024 and has been submitted with this Tentative Map and Architectural Site Review.

Demolition Items & Notes	
Item #	Description
1	tree to be removed
2	utility pole to be removed
3	light pole to be removed
4	light pole to be removed
5	structures to be removed (14,557 sf)
6	fence to be removed
7	fence to be replaced with new fence @ p/l
8	remove ex ac pavement
9	remove gravel yard area
10	remove pcc yard area

Demolition Items & Notes	
Item #	Description
11	remove pcc yard area
12	remove pcc driveway
13	remove pcc sidewalk curb & gutter
14	remove pcc ada ramp curb & gutter
15	remove pcc sidewalk & roll curb
16	cap and remove ex ss lateral
17	remove ex water service
18	replace ex sd inlet w/new curb inlet



SCALE: 1"=20'

0 10 20 30 40

North

APN 790-36-020
8224 Church Street
Parcel A, 521 M 55

APN 790-36-021
8305 Monterey Rd.
Parcel B, 521 M 55

APN 790-36-012
95 Howson Street
Doc# 24158197
1.994 ac

APN 790-35-001
Doc# 25205636

APN 790-37-001
8195 Monterey Rd.
Doc# 25205638

APN 790-36-029
8295 Montery Rd.
Doc# 25205639

Church Street

Howson Street

Miller Slough

(existing structure) (6,648 sf)

(existing structure) (1,423 sf)

(existing structure) (2,915 sf)

(existing structure) (2,143 sf)

(existing shade structure) (978 sf)

(existing structure) (636 sf)

(edge of ex. concrete pavement)

(edge of ex. ac pavement)

(ex. overhead utility lines)

(ex. chainlink fence)

(ex. wood rail fence)

(ex. wrought iron fence)

(ex. 15' Building Setback)

(ex. 16" Ø palm)

(ex. 14" Ø palm)

(ex. 26" Ø tree)

(ex. 20" Ø tree)

(ex. 12" Ø tree)

(ex. 10" Ø tree)

(ex. 8" Ø tree)

(ex. 6" Ø tree)

(3) (ex. 6" Ø tree)

(2) (ex. 6" Ø tree)

(2) (ex. 12" Ø tree)

(3) (ex. 12" Ø tree)

(ex. utility pole)

(ex. utility pole with electrolier)

(ex. electrolier)

(ex. planter)

(2) (ex. water meter)

(ex. curb inlet tc 203.08' inv 198.13', 12" Ø (in) inv 198.13', 12" Ø (Out)

ex. curb inlet tc 202.97' inv 198.78', 12" Ø (Out)

(ex 55' - 12" sd @ s=1.17%)

ex. ssmh rim 203.44' inv 199.49', 8" Ø (in) inv 199.49', 8" Ø (out)

ex. ssmh rim 202.19' inv 198.80', 8" Ø (in) inv 198.80', 8" Ø (out)

(ex. 75' R/W)

(ex. 8" w)

(ex. fire hydrant)

ex. curb inlet tc 202.16' inv 197.44', 12" Ø (in) inv 197.44', 12" Ø (Out)

(ex 26' - 12" rcp cl. iii @ s=4.16%)

sd outfall inv 196.37', 12"

sd outfall inv 196.20', 12"

ex. 24" sq. inlet rim 200.56' inv 196.32', 12" Ø (in) inv 196.32', 12" Ø (Out)

ex. 24" sq. inlet rim 200.54' inv 196.53', 12" Ø (Out)

(ex 622' - 8" ss @ s=0.15%)

(ex 38' - 12" sd @ s=0.26%)

(ex 66' - 12" sd @ s=0.18%)

(ex 259' - 12" sd @ s=0.21%)

(ex 228' - 8" ss @ s=0.29%)

(ex 317' - 8" ss @ s=0.29%)

(ex. 8" w)

(found 1" ip, LS 2550)

(found 1/2" ip, no tag)

(found 3/4" ip, no tag)

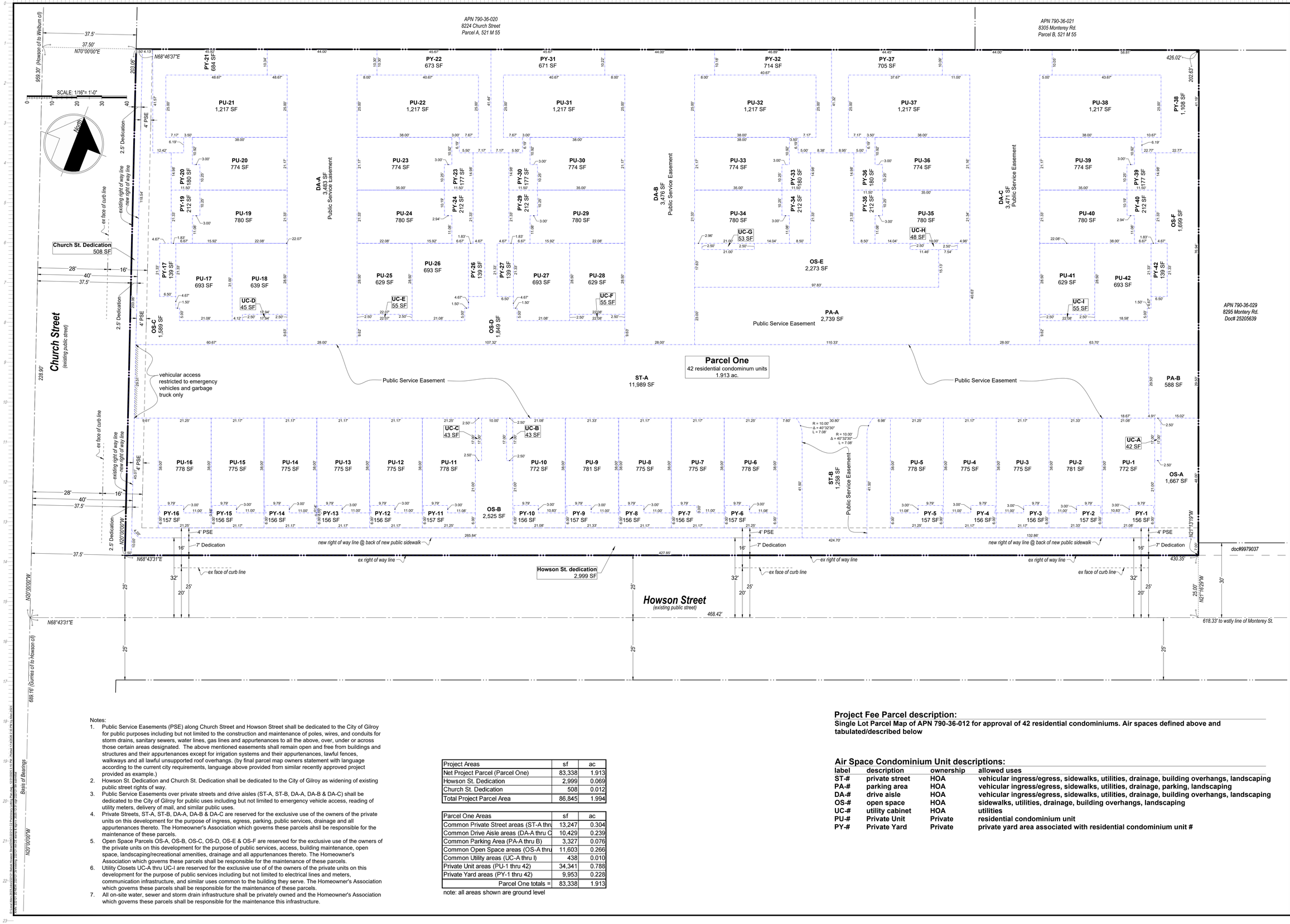
(found 1" ip, LS 5550)

(found 1" ip, LS 7741)

(found 1" ip, LS 6648)

(found 1" ip, LS 6648)

(found 1" ip, LS 6648



Notes:

1. Public Service Easements (PSE) along Church Street and Howson Street shall be dedicated to the City of Gilroy for public purposes including but not limited to the construction and maintenance of poles, wires, and conduits for storm drains, sanitary sewers, water lines, gas lines and appurtenances to all the above, over, under or across those certain areas designated. The above mentioned easements shall remain open and free from buildings and structures and their appurtenances except for irrigation systems and their appurtenances, lawful fences, walkways and all lawful unsupported roof overhangs. (by final parcel map owners statement with language according to the current city requirements, language above provided from similar recently approved project provided as example.)
2. Howson St. Dedication and Church St. Dedication shall be dedicated to the City of Gilroy as widening of existing public street rights of way.
3. Public Service Easements over private streets and drive aisles (ST-A, ST-B, DA-A, DA-B & DA-C) shall be dedicated to the City of Gilroy for public uses including but not limited to emergency vehicle access, reading of utility meters, delivery of mail, and similar public uses.
4. Private Streets, ST-A, ST-B, DA-A, DA-B & DA-C are reserved for the exclusive use of the owners of the private units on this development for the purpose of ingress, egress, parking, public services, drainage and all appurtenances thereto. The Homeowner's Association which governs these parcels ahsll be responsible for the maintenance of these parcels.
5. Open Space Parcels OS-A, OS-B, OS-C, OS-D, OS-E & OS-F are reserved for the exclusive use of the owners of the private units on this development for the purpose of public services, access, building maintenance, open space, landscaping/recreational amenities, drainage and all appurtenances thereto. The Homeowner's Association which governs these parcels shall be responsible for the maintenance of these parcels.
6. Utility Closets UC-A thru UC-I are reserved for the exclusive use of of the owners of the private units on this development for the purpose of public services including but not limited to electrical lines and meters, communication infrastructure, and similar uses common to the building they serve. The Homeowner's Association which governs these parcels shall be responsible for the maintenance of these parcels.
7. All on-site water, sewer and storm drain infrastructure shall be privately owned and the Homeowner's Association which governs these parcels shall be responsible for the maintenance this infrastructure.

Project Areas	sf	ac
Net Project Parcel (Parcel One)	83,338	1.913
Howson St. Dedication	2,999	0.069
Church St. Dedication	508	0.012
Total Project Parcel Area	86,845	1.994

Parcel One Areas	sf	ac
Common Private Street areas (ST-A thru	13,247	0.304
Common Drive Aisle areas (DA-A thru C	10,429	0.239
Common Parking Area (PA-A thru B)	3,327	0.076
Common Open Space areas (OS-A thru	11,603	0.266
Common Utility areas (UC-A thru I)	438	0.010
Private Unit areas (PU-1 thru 42)	34,341	0.788
Private Yard areas (PY-1 thru 42)	9,953	0.228
Parcel One totals =	83,338	1.913

note: all areas shown are ground level

Project Fee Parcel description:

Single Lot Parcel Map of APN 790-36-012 for approval of 42 residential condominiums. Air spaces defined above and tabulated/described below

Air Space Condominium Unit descriptions:

label	description	ownership	allowed uses
ST-#	private street	HOA	vehicular ingress/egress, sidewalks, utilities, drainage, building overhangs, landscaping
PA-#	parking area	HOA	vehicular ingress/egress, sidewalks, utilities, drainage, parking, landscaping
DA-#	drive aisle	HOA	vehicular ingress/egress, sidewalks, utilities, drainage, building overhangs, landscaping
OS-#	open space	HOA	sidewalks, utilities, drainage, building overhangs, landscaping
UC-#	utility cabinet	HOA	utilities
PU-#	Private Unit	Private	residential condominium unit
PY-#	Private Yard	Private	private yard area associated with residential condominium unit #

For Planning Approval Only

REGISTERED PROFESSIONAL ENGINEER
ALLEN T. ANDRUCCI
C58384
EXP 12-31-2026
STATE OF CALIFORNIA
1/14/2025

Entitlement Plan Set Iterations:
1. 2024-03-06 1st submittal (by cbg)
2. 2024-09-17 2nd submittal C-sheets
3. 2025-02-06 3rd submittal C-sheets
4. 2025-11-06 4th submittal C-sheets
5. 2025-12-31 5th submittal C-sheets
6. 2026-01-14 6th submittal C-sheets

MH engineering Co.
16075 Vineyard Boulevard
Morgan Hill, CA 95037

Bebek, 95 Howson Vesting Tentative Map

Preliminary Lotting Plan

Bebek, 95 Howson Street AS 24-07, TM 24-01

DATE: 2026-01-14
SCALE: 1/16" = 1'-0"
DRAWN BY: Aa
CHECKED BY: jb

JOB NO.
222121

SHEET
C2
OF

SCALE: 1/16"= 1'-0"

North

APN 790-36-020
8224 Church Street
Parcel A, 521 M 55

APN 790-36-021
8305 Monterey Rd.
Parcel B, 521 M 55

APN 790-36-029
8295 Montery Rd.
Doc# 25205639

APN 790-37-001
8195 Monterey Rd.
Doc# 25205638

Church Street
(existing public street)

Howson Street
(existing public street)

Unit# 21 · Unit# 22 · Unit# 31 · Unit# 32 · Unit# 37 · Unit# 38
Unit# 20 · Unit# 23 · Unit# 30 · Unit# 33 · Unit# 36 · Unit# 39
Unit# 19 · Unit# 24 · Unit# 29 · Unit# 34 · Unit# 35 · Unit# 40
Unit# 17 · Unit# 18 · Unit# 25 · Unit# 26 · Unit# 27 · Unit# 28 · Unit# 41 · Unit# 42
Unit# 16 · Unit# 15 · Unit# 14 · Unit# 13 · Unit# 12 · Unit# 11 · Unit# 10 · Unit# 9 · Unit# 8 · Unit# 7 · Unit# 6
Unit# 5 · Unit# 4 · Unit# 3 · Unit# 2 · Unit# 1

DA-A PCC Private Drive Aisle
DA-B PCC Private Drive Aisle
DA-C PCC Private Drive Aisle
ST-A
ST-B
AC Private Street

DG Picnic Area
Play Area
Play Area
bicycle parking (short-term)
PCC sidewalk
PCC Valley Gutter
mailboxes

PCC Sidewalk per STR-14
PCC Driveway
PCC Valley Gutter w/stamped concrete per STR-4
PCC Driveway per STR-18B
vehicular access restricted to emergency vehicles and garbage truck only, see sheet C8 detail 8/A
curb&gutter replacement per STR-13
curb&gutter replacement/pcc sidewalk per STR-13
~ planting strip ~
existing right of way line
new right of way line
ex right of way line
new right of way line @ back of new public sidewalk
7' Dedication
Howson St. dedication
New Street Light per EL-3
New Parking Lot Light
New Fire Hydrant per WA-7
AC Private Street
ADA Ramp per STR-11A
Install truncated domes at existing curb ramp
curb cut for drainage to flow to treatment area
public street area storm water mitigation swale
sight distance line per AASHTO Ch 9 for 35 mph
165' stopping sight distance per AASHTO Ch 9 for 35mph
AASHTO Ch 9 for 35mph

(N68°46'37"E) (426.02)
(N68°43'31"E) (430.35')
(N21°00'00"W) (203.05')
(N21°13'19"W) (202.83')
doc#9979035

Project Impervious / Pervious Areas

Area	Pre Project		ex to be removed	ex to remain	New	Completed Project	
$A_{Planted\ \&\ Open\ Areas}$	7,819	9.0%	7,819	0	15,688	15,688	18.1%
A_{bldgs}	14,557	16.8%	14,557	0	34,850	34,850	40.1%
$A_{pcc\text{-}walks/driveways}$	23,971	27.6%	23,971	0	23,906	23,906	27.5%
$A_{AC\text{-}streets/parking}$	24,114	27.8%	24,114	0	12,401	12,401	14.3%
$A_{AB\text{-}yard}$	16,384	18.9%	16,384	0	0	0	0.0%
A_{total}	86,845	100%				86,845	100%
$A_{pervious}$	7,819	9%				15,688	18%
$A_{impervious}$	79,026	91%				71,157	82%

Total Project Area = 86,845 sf
Building Footprint Area = 34,850 sf (40.1%)
Parking & Driveways = 23,515 sf (27.1%)
Open Space (walks, patios, vegetation) = 28,480 sf (32.8%)

For Planning Approval Only

REGISTERED PROFESSIONAL ENGINEER · ALLEN T. ANDRADE · C58384 · EXP 12-31-2026 · STATE OF CALIFORNIA

1/14/2025

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MH engineering Co.
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16075 Vineyard Boulevard

Bebek, 95 Howson Vesting Tentative Map

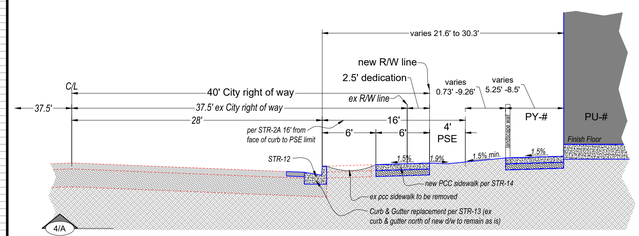
Preliminary Site Plan

Bebek, 95 Howson Street AS 24-07, TM 24-01

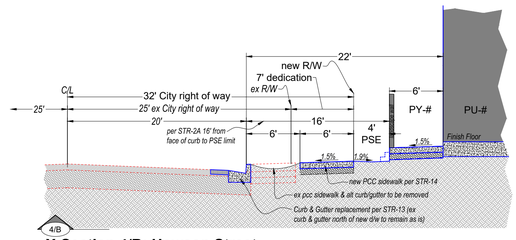
DATE: 2026-01-14 · SCALE: 1/16" = 1'-0" · DRAWN BY: Aa · CHECKED BY: jb

JOB NO. 222121

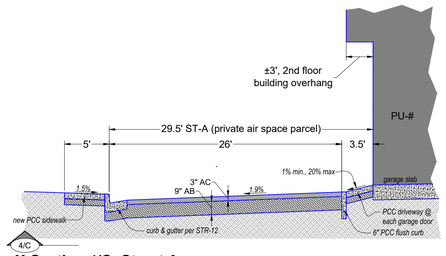
SHEET C3 OF ----



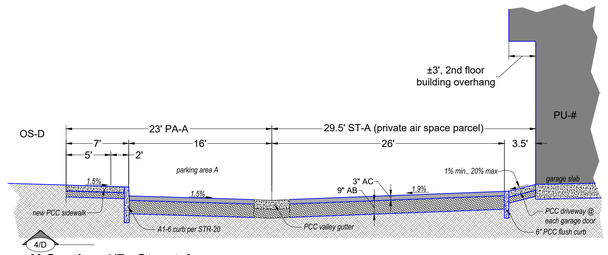
X-Section 4/A: Church Street
1"=8' horizontal, 1"=4' vertical



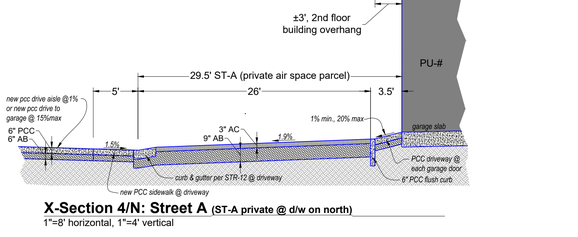
X-Section 4/B: Howson Street
1"=8' horizontal, 1"=4' vertical



X-Section 4/C: Street A (ST-A private)
1"=8' horizontal, 1"=4' vertical



X-Section 4/D: Street A (ST-A private @ parking area A)
1"=8' horizontal, 1"=4' vertical



X-Section 4/E: Street B (ST-B private)
1"=8' horizontal, 1"=4' vertical

X-Section 4/F: Drive Aisles (private)
1"=8' horizontal, 1"=4' vertical

X-Section 4/G: Between facing building fronts @ Plan 1
1"=8' horizontal, 1"=4' vertical

X-Section 4/H: Between facing building fronts @ Plan 2
1"=8' horizontal, 1"=4' vertical

X-Section 4/I: Between facing building fronts @ Plan 3
1"=8' horizontal, 1"=4' vertical

X-Section 4/J: Along northerly property line
1"=8' horizontal, 1"=4' vertical

X-Section 4/K: Along East Line @ Unit #1 & #38
1"=8' horizontal, 1"=4' vertical

X-Section 4/L: Along East Property Line @ PU #42
1"=8' horizontal, 1"=4' vertical

X-Section 4/M: Along East Property Line @ PU #43 & #44
1"=8' horizontal, 1"=4' vertical

X-Section 4/N: Street A (ST-A private @ d/w on north)
1"=8' horizontal, 1"=4' vertical

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ALLEN T. ANDRADE
C58384
EXP. 12-31-2026
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1/14/2025

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6. 2026-01-14 6th submittal C-sheets

MH engineering Co.
Morgan Hill, CA 95037
16075 Vineyard Boulevard

Bebek, 95 Howson Vesting Tentative Map

Preliminary Site Details

Bebek, 95 Howson Street AS 24-07, TM 24-01

DATE: 2026-01-14
SCALE:
DRAWN BY: Aa
CHECKED BY: jb

JOB NO. 222121

SHEET C4
OF ----

SCALE: 1/16"= 1'-0"

North

APN 790-36-020
8224 Church Street
Parcel A, 521 M 55

APN 790-36-021
8305 Monterey Rd.
Parcel B, 521 M 55

APN 790-36-029
8295 Monterey Rd.
Doc# 25205639

Church Street
(existing public street)

Howson Street
(existing public street)

~ planting strip ~

PCC Sidewalk per STR-14

PCC sidewalk

Project Transformer

Unit# 1 | Unit# 2 | Unit# 3 | Unit# 4 | Unit# 5 | Unit# 6 | Unit# 7 | Unit# 8 | Unit# 9 | Unit# 10 | Unit# 11 | Unit# 12 | Unit# 13 | Unit# 14 | Unit# 15 | Unit# 16 | Unit# 17 | Unit# 18 | Unit# 19 | Unit# 20 | Unit# 21 | Unit# 22 | Unit# 23 | Unit# 24 | Unit# 25 | Unit# 26 | Unit# 27 | Unit# 28 | Unit# 29 | Unit# 30 | Unit# 31 | Unit# 32 | Unit# 33 | Unit# 34 | Unit# 35 | Unit# 36 | Unit# 37 | Unit# 38 | Unit# 39 | Unit# 40 | Unit# 41 | Unit# 42

DA-A | DA-B | DA-C

ST-A | ST-C

SD Inlet-D5
Rim 202.84
Inv 199.07', 8" Ø (OUT-S)

ex. ssmh
rim 203.44'
inv 199.49', 8" Ø (in-n)
inv 199.49', 8" Ø (out-s)

ex. curb inlet
rim 202.97'
inv 198.78', 12" Ø (out-w)

(ex 55' - 12" Ø rcp cl. iii @ s=1.17%)

SD Inlet-D4
Rim 202.81
Inv 198.31', 8" Ø (In-N)
Inv 198.31', 8" Ø (OUT-S)

SD Inlet-D3
Rim 202.67
Inv 197.89', 8" Ø (In-N)
Inv 197.89', 8" Ø (OUT-S)

SD Inlet-D2
Rim 202.57
Inv 197.58', 8" Ø (In-N)
Inv 197.58', 8" Ø (OUT-S)

SD Inlet-D1
Rim 202.42
Inv 196.90', 8" Ø (In-N)
Inv 196.90', 8" Ø (OUT-S)

SD Inlet-D
Rim 202.19
Inv 195.55', 8" Ø (In-N)
Inv 194.72', 18" Ø (OUT-E)

(ex 286' - 8" Ø pvc ss @ s=2.29%)

ex 6"Ø Water

Street Light per EL-3

Fire Hydrant per WA-7

POC Water
new 3-valve cluster per WA-1

Backflow per WA-19

8"Ø Water

public

private

SS-CO-10
Rim 203.93
Inv 200.65', 6" Ø (OUT-S)

SS-CO-9
Rim 203.28
Inv 199.98', 6" Ø (OUT-S)

SD Inlet-C3
Rim 202.86
Inv 199.35', 8" Ø (OUT-S)

SS-CO-8
Rim 203.40
Inv 200.02', 6" Ø (OUT-S)

SD Inlet-C2
Rim 202.74
Inv 197.46', 8" Ø (In-N)
Inv 197.46', 8" Ø (OUT-S)

SD Inlet-C1
Rim 202.50
Inv 196.75', 8" Ø (In-N)
Inv 196.75', 8" Ø (In-E)
Inv 196.75', 8" Ø (OUT-S)

SD Inlet-C4
Rim 202.50
Inv 196.91', 8" Ø (OUT-W)

SD Inlet-C
Rim 202.13
Inv 194.69', 18" Ø (In-W)
Inv 194.69', 18" Ø (In-E)
Inv 194.69', 18" Ø (In-S)
Inv 195.53', 8" Ø (In-N)

SD Inlet-F
Rim 202.86
Inv 194.71', 18" Ø (OUT-W)

SS-CO-6
Rim 203.01
Inv 199.74', 6" Ø (OUT-W)

SS-CO-7
Rim 202.77
Inv 200.23', 8" Ø (OUT-E)

SS-MH-5
Rim 203.17
Inv 199.94', 8" Ø (In-W)
Inv 200.11', 6" Ø (In-N)
Inv 199.94', 8" Ø (OUT-E)

SS-MH-4
Rim 202.62
Inv 199.26', 8" Ø (In-W)
Inv 199.43', 6" Ø (In-N)
Inv 199.26', 8" Ø (OUT-E)

SS-MH-2
Rim 202.40
Inv 198.96', 8" Ø (In-W)
Inv 198.96', 8" Ø (In-E)
Inv 198.96', 8" Ø (OUT-S)

SS-MH-3
Rim 202.74
Inv 199.47', 6" Ø (In-E)
Inv 199.47', 6" Ø (In-N)
Inv 199.30', 8" Ø (OUT-W)

SD Inlet-A
Rim 201.00
Inv 195.22', 18" Ø (OUT-E)
Inv 200.54', 4" Ø (OUT-S)

SD Inlet-B
Rim 201.15
Inv 195.06', 18" Ø (In-W)
Inv 195.06', 18" Ø (OUT-N)

SS-MH-1
SS Point of Connection
Rim 201.11
Inv 198.42', 8" Ø (In-N)
Inv 198.32, ex 8"Ø (thru)

ex. ssmh
rim 202.19'
inv 198.80', 8" Ø (in-n)
inv 198.80', 8" Ø (out-e)

ex. 24" sq. inlet
rim 200.54'
inv 196.53', 12" Ø (out-s)

ex. 24" sq. inlet
rim 200.56'
inv 196.32', 12" Ø (in-n)
inv 196.32', 12" Ø (out-s)

Replace ex inlet w/
Curb Inlet per STM-7A-Inlet 8
Rim 200.89
inv 196.53', 12"Ø (out-s)
Inv 199.58', 4" Ø (In-N)

(ex 622' - 8" Ø pvc ss @ s=0.15%)

(ex 38' - 12" Ø rcp cl. iii @ s=0.56%)

(ex 66' - 12" Ø rcp cl. iii @ s=0.15%)

59' - 8"Ø SS @ S=0.50%
135' - 8"Ø SS @ S=0.50%
60' - 8"Ø SS @ S=0.50%
68' - 8"Ø SS @ S=0.50%
54' - 6"Ø SS @ S=0.50%
74' - 18"Ø SD @ S=0.50%
106' - 6"Ø SS @ S=0.50%
110' - 6"Ø SS @ S=0.50%
38' - 8"Ø SD @ S=2.00%
21' - 8"Ø SD @ S=2.00%
15' - 8"Ø SD @ S=2.00%
34' - 8"Ø SD @ S=2.00%
9' - 8"Ø SD @ S=14.42%
59' - 8"Ø SD @ S=3.24%
18' - 8"Ø SD @ S=3.87%
8' - 8"Ø SD @ S=2.00%
41' - 8"Ø SD @ S=7.36%
152' - 18"Ø perf SD @ S=0.01%
266' - 18"Ø perf. SD @ S=0.01%
14' - 4"Ø SD @ S=6.88%
33' - 18"Ø SD @ S=0.46%

Blow off per WA-6

new water service (typ.) at each unit per WA-10

sewer lateral per SWR-6 (typical at each unit)

new 3-valve cluster per WA-1

Landscape Water Meter w/backflow per WA-12

E Meters 1-5
E Meters 6-10
E Meters 11-16
E Meters 17-21
E Meters 22-26
E Meters 27-31
E Meters 32-34 + House
E Meters 35-37
E Meters 38-42

doc#9979037

Utility Notes:

1. All pipe sizes, slopes and elevations shown on this plan set are preliminary and subject to refinement during final design.
2. All water facilities on-site shall be private and shall be owned and maintained by the HOA. Individual Unit service meters shall be read by the City of Gilroy.
3. All sanitary sewer facilities on-site to be private and maintained by the HOA.
4. All storm drain facilities on-site to be private and maintained by the HOA.
5. All water, sanitary sewer and storm drain shown in the public right of way shall be owned and maintained by the City of Gilroy. And shall be designed and constructed in accordance with the City design standards.
6. All electrical facilities to the meter locations shall be PG&E owned and maintained. Street Lights on-site shall be owned and maintained by the HOA, served from the House Meter. Street Lights within the public right of way shall be owned and maintained by the City of Gilroy.

Project Electrical POC
new drop from ex utility pole

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MH engineering Co.
Morgan Hill, CA 95037
16075 Vineyard Boulevard

Bebek, 95 Howson Vesting Tentative Map

Preliminary Utility Plan

Bebek, 95 Howson Street AS 24-07, TM 24-01

DATE: 2026-01-14
SCALE: 1/16" = 1'-0"
DRAWN BY: Aa
CHECKED BY: jb

JOB NO.
222121

SHEET
C5
OF

SCALE: 1/16"= 1'-0"

0 10 20 30 40

North

Church Street
(existing public street)

Howson Street
(existing public street)

APN 790-36-020
8224 Church Street
Parcel A, 521 M 55

APN 790-36-021
8305 Monterey Rd.
Parcel B, 521 M 55

APN 790-36-029
8295 Monterey Rd.
Doc# 25205639

SD Inlet-D5
Rim 202.84
Inv 199.07', 8" Ø (OUT-S)

SD Inlet-C3
Rim 202.86
Inv 199.35', 8" Ø (OUT-S)

ex. curb inlet
rim 202.97'
inv 198.78', 12" Ø (out-w)

(ex 55' - 12" Ø rcp cl. iii @ s=1.17%)

SD Inlet-D4
Rim 202.81
Inv 198.31', 8" Ø (In-N)
Inv 198.31', 8" Ø (OUT-S)

SD Inlet-D3
Rim 202.67
Inv 197.89', 8" Ø (In-N)
Inv 197.89', 8" Ø (OUT-S)

SD Inlet-D2
Rim 202.57
Inv 197.58', 8" Ø (In-N)
Inv 197.58', 8" Ø (OUT-S)

SD Inlet-D1
Rim 202.42
Inv 196.90', 8" Ø (In-N)
Inv 196.90', 8" Ø (OUT-S)
9' - 8"Ø SD @ S=14.42%

SD Inlet-D
Rim 202.19
Sump 192.72 (9.47')
Inv 195.55', 8" Ø (In-N)
Inv 194.72', 18" Ø (OUT-E)

SD Inlet-C2
Rim 202.74
Inv 197.46', 8" Ø (In-N)
Inv 197.46', 8" Ø (OUT-S)

SD Inlet-C1
Rim 202.50
Inv 196.75', 8" Ø (In-N)
Inv 196.75', 8" Ø (In-E)
Inv 196.75', 8" Ø (OUT-S)

SD Inlet-C4
Rim 202.50
Inv 196.91', 8" Ø (OUT-W)

SD Inlet-C
Rim 202.13
Sump 192.69 (9.44')
Inv 194.69', 18" Ø (In-W)
Inv 194.69', 18" Ø (In-E)
Inv 194.69', 18" Ø (In-S)
Inv 195.53', 8" Ø (In-N)

SD Inlet-F
Rim 202.86
Sump 192.71 (10.15')
Inv 194.71', 18" Ø (OUT-W)

SD Inlet-A
Rim 201.00 (5.78')
Inv 195.22', 18" Ø (OUT-E)
Inv 200.54', 4" Ø (OUT-S)

SD Inlet-B
Rim 201.15 (6.09')
Inv 195.06', 18" Ø (In-W)
Inv 195.06', 18" Ø (OUT-N)

33' - 18"Ø SD @ S=0.46%

74' - 18"Ø SD @ S=0.50%

266' - 18"Ø perf SD @ S=0.01%

152' - 18"Ø perf SD @ S=0.01%

Unit# 1 | Unit# 2 | Unit# 3 | Unit# 4 | Unit# 5 | Unit# 6 | Unit# 7 | Unit# 8 | Unit# 9 | Unit# 10 | Unit# 11 | Unit# 12 | Unit# 13 | Unit# 14 | Unit# 15 | Unit# 16 | Unit# 17 | Unit# 18 | Unit# 19 | Unit# 20 | Unit# 21 | Unit# 22 | Unit# 23 | Unit# 24 | Unit# 25 | Unit# 26 | Unit# 27 | Unit# 28 | Unit# 29 | Unit# 30 | Unit# 31 | Unit# 32 | Unit# 33 | Unit# 35 | Unit# 36 | Unit# 37 | Unit# 38 | Unit# 39 | Unit# 40 | Unit# 41 | Unit# 42

public street area storm water mitigation swale

curb cut for drainage to flow to treatment area

curb cut for drainage to flow to treatment area

TC 200.96
Replace ex inlet w/
Curb Inlet per STM-7A-Inlet 8
Rim 200.89
inv 196.53', 12"Ø (out-s)
Inv 199.58', 4" Ø (In-N)

Project Outflow

(ex 38' - 12" Ø rcp cl. iii @ s=0.56%)

(ex 66' - 12" Ø rcp cl. iii @ s=0.18%)

ex. 24" sq. inlet
rim 200.56'
inv 196.32', 12" Ø (in-n)
inv 196.32', 12" Ø (out-s)

Grading Notes:

1. Preliminary Grading quantities existing ground to project subgrade are 1817 cy cut, 456 cy fill. (export 1361 cy)
2. The project export is primarily the existing pavements and building foundations that shall all be removed to an approved disposal site.
3. Preliminary area disturbed by Grading is 93,816 sf (2.15 acres).
4. From existing ground to Finished Grade, Max fill = 2.43', Max Cut = 1.53' (exclusive of utility trenches) - site average elevation change from existing ground to Finished Grade = 0.59' higher than existing ground

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MH engineering Co.
16075 Vineyard Boulevard
Morgan Hill, CA 95037

Bebek, 95 Howson Vesting Tentative Map

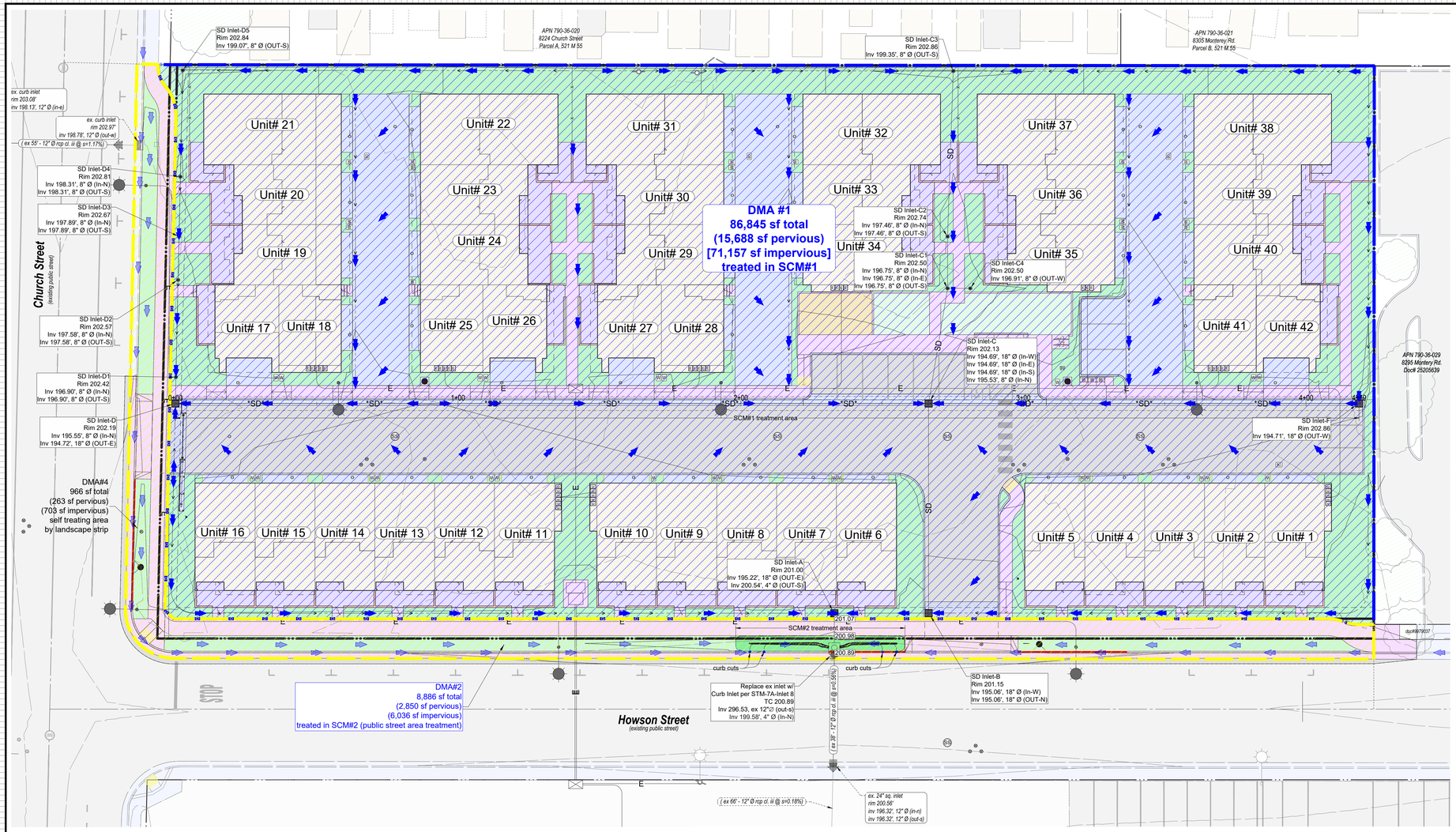
Preliminary Grading & Drainage Plan

Bebek, 95 Howson Street AS 24-07, TM 24-01

DATE: 2026-01-14
SCALE:
DRAWN BY: Aa
CHECKED BY: jp

JOB NO.
222121

SHEET
C6
OF



DMA#1: Project Drainage Management Area

DMA#2: Project Public Area drainage management areas (public sidewalks and streets not tributary to on-site treatment area)

Off-site flow path (to remain as is)

Project Flow direction (flows treated by SCM)

ex storm drain pipe flow direction

New Storm Drain pipe flow direction

(sd) existing storm drain pipe run

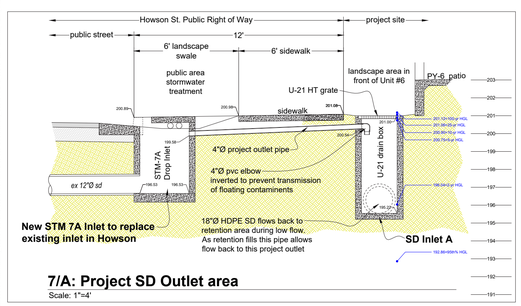
SD New Storm Drain pipe run

SD New Perforated Storm Drain pipe run

See Grading & Drainage Plan for detailed site elevations and slopes

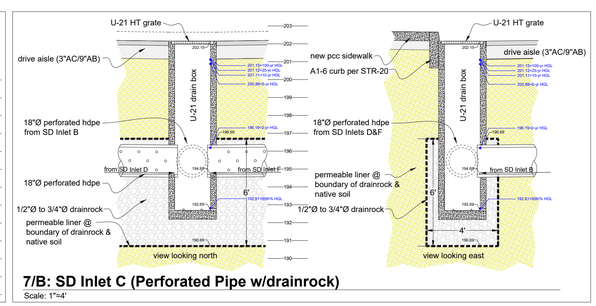
Storm Water Control Notes:

1. U-21 inlets serve as point of access for inspection and maintenance of the underground storage in addition to being the inlets for runoff. The sumps in theses inlets along the perforated pipe run are to collect sediments in a location available for inspection and cleaning as required by the Stormwater BMP Operation and Maintenance Agreement which will accompany final project approval.



7/A: Project SD Outlet area

Scale: 1"=4'



7/B: SD Inlet C (Perforated Pipe w/drainrock)

Scale: 1"=4'

See project Drainage Analysis and Stormwater Calculations for comprehensive report

Project Impervious / Pervious Areas DMA#1 (on-site project runoff)

Area	Pre Project		ex to be removed	ex to remain	New	Completed Project		Δ
$A_{Planted\ \&\ Open\ Areas}$	7,819	9.0%	7,819	0	15,688	15,688	18.1%	7,869
A_{bldgs}	14,557	16.8%	14,557	0	34,850	34,850	40.1%	20,293
$A_{AC-walks/driveways}$	23,971	27.6%	23,971	0	23,906	23,906	27.5%	-65
$A_{AC-streets/parking}$	24,114	27.8%	24,114	0	12,401	12,401	14.3%	-11,713
$A_{AB-yard}$	16,384	18.9%	16,384	0	0	0	0.0%	-16,384
A_{total}	86,845	100%				86,845	100%	0
$A_{pervious}$	7,819	9%				15,688	18%	7,869
$A_{impervious}$	79,026	91%				71,157	82%	-7,869

DMA#1
86,456sf = Project Tributary Area
82% = Project Impervious Area
0.622 = Project runoff coefficient
3,683cf = Retention Volume Required
4,794cf = Project Retention Volume provided (excess necessary to mitigate peak flows)
SCS routing summary:

Event (return)	Rainfall (in.)	Pre-Project Q(peak) (cfs)	Post-Project Q(peak) (cfs)	Post-Project V(peak) (cf)	Elev(peak) (ft.)
95%	1.50	0.19	0.00	397	192.86
2-year	2.29	0.34	0.00	1,654	196.04
5-year	3.27	0.52	0.18	2,418	200.75
10-year	3.91	0.64	0.36	2,421	200.90
25-year	4.69	0.78	0.50	2,425	201.06
100-year	5.81	0.98	0.70	2,428	201.12

Project Impervious / Pervious Areas DMA#2 (Runoff from areas in public right of way)

Area	Pre Project		ex to be removed	ex to remain	New	Completed Project		Δ
$A_{Planted\ \&\ Open\ Areas}$	1,329	15.0%	1,329	0	2,850	2,850	32.1%	1,521
A_{bldgs}	0	0.0%	0	0	0	0	0.0%	0
$A_{AC-walks/driveways}$	5,117	57.6%	5,117	288	5,748	6,036	67.9%	919
$A_{AC-streets/parking}$	1,568	17.6%	1,568	0	0	0	0.0%	-1,568
$A_{AB-yard}$	872	9.8%	0	0	0	0	0.0%	-872
A_{total}	8,886	100%	8,014	288	8,598	8,886	100%	0
$A_{pervious}$	1,329	15%				2,850	32%	1,521
$A_{impervious}$	7,557	85%				6,036	68%	-1,521

DMA#2
8,886sf = Project Tributary Area
68% = Project Impervious Area
0.475 = Project runoff coefficient
185cf = Retention Volume Required
272cf = Project Retention Volume provided (excess necessary to mitigate peak flows)
SCS routing summary:

Event (return)	Rainfall (in.)	Pre-Project Q(peak) (cfs)	Post-Project Q(peak) (cfs)	Post-Project V(peak) (cf)	Elev(peak) (ft.)
95%	1.50	0.02	0.01	0	199.95
2-year	2.29	0.03	0.02	1	199.97
5-year	3.27	0.05	0.04	1	199.99
10-year	3.91	0.06	0.05	1	200.01
25-year	4.69	0.08	0.06	2	200.03
100-year	5.81	0.10	0.08	3	200.05

Stormwater Control Plan:

1. Project Name: Bebek - 95 Howson
2. City Project #: AS 24-07, TM 24-01
3. Project Site Address: 95 Howson, Gilroy CA
4. Assessor's Parcel No: 790-36-012
5. Applicant: Bebek Development Co.
   John Bebek III
   31815 Camino Capistrano, Suite 27
   San Juan Capistrano, CA 92675
   949.235.3642 / jbebek@bebekdevelopment.com
6. Owners:
   (1/3) Marcia H. Bodnar Living Trust
   -
   (1/3) Ronald F. Howson Trust u/a/d 12/3/2006
   PO Box 2327, Gilroy CA 95021
   (1/3) Roberta H. Hughan Revocable Trust
   366 Fifth Street, Gilroy CA 95020
7. Project Type: multi-unit residential (Downtown - Gateway Dist.)
8. Total Project Area: 1.994 ac (86,845 sf)
9. Impervious Surface Area tabulation (see table this sheet)
10. Performance Requirements that Apply to this Project: #1, #2, #3 & #4
11. Performance Req. No. 1: Site Design & Runoff Reduction **[req. Aimp ≥ 2,500sf]**
    11.1.No natural drainage features or creeks are disturbed.
    11.2.No highly permeable solis are impacted by this project.
    11.3.Clearing and grading of the site does not include any grading of native vegetation.
    11.4.All proposed improvements are on areas that are not sensitive nor in a natural un-disturbed state.
    11.5.Storm water runoff from the project is minimized by all project runoff being routed to an underground retention, infiltration, and detention facility.
    11.6.The City of Gilroy Stormwater BMP Operation and Maintenance Agreement shall be provided with final approval of this project.
12. Performance Req. No. 2: Water Quality Treatment **[req. Aimp ≥ 15,000sf]**
    12.1.LID collection, retention & treatment (R3-2013-0032.B.3.b)
    12.2.The City of Gilroy Stormwater BMP Operation and Maintenance Agreement shall be provided with final approval of this project.
13. Performance Req. No. 3: Runoff Retention **[req. Aimp ≥ 15,000 sf in WMZ 1]**
    13.1.Project shall Retain the 95th Percentile 24-hour Rainfall event (R3-2013-0032.B.4.i)
    13.2.Site Assessment Measures:
    13.2.1. Site Topography: flat site with all drainage currently leaving the site as sheet flow over back of walk.
    13.2.2. Hydrologic Features: no existing natural areas, wetlands, watercourses, seeps or springs.
    13.2.3. Depth to Seasonal high groundwater: 52'
    13.2.4. Locations of groundwater wells used for drinking: City Well #5-2 is 1,900 ft east of project. City Well #1 2,000 ft south east of project. City Well #2 is 1,900 feet south west of the project.
    13.2.5. Depth to an impervious layer: >200 feet.
    13.2.6. Presence of unique geology: None
    13.2.7. Geotechnical Hazards: None
    13.2.8. Documented soil and/or groundwater contamination: ENGEO phase 1 report.
    13.2.9. Soil Types and hydrologic soil groups:
    13.2.9.1. PoA Pleasanton loam, HSG C (65.4% of site)
    13.2.9.2. ZbA Zamora clay loam, HSG C (34.6% of site)
    13.2.10.Vegetative Cover/Trees: a few landscape trees at the end of their lifespan exist on site currently. All are to be removed and replaced with new landscape per landscape plan.
    13.2.11.Run-on characteristics: no existing or proposed run-on for this project. All adjacent properties drain away from property lines independently of this site.
    13.2.12.Existing drainage infrastructure in the area: Existing curb inlets on Church St. and Howson St. drain to Miller Slough which is 75' south of Howson Street and flows easterly and southerly to where it meets Llagas Creek 2.4 miles from project site.
    13.2.13.Structures including retaining walls: no retaining walls existing or proposed. 5 existing buildings on site are to be removed. Proposed project includes 9 new buildings containing 44 residential condominium units.
    13.2.14.Utilities: project to remove existing overhead utility line on-site, connect to the existing city sewer main in Howson, and connect to the existing city water mains in Church and Howson.
    13.2.15.Easements: new PSE along public street frontages, new PSEs within project for services to new buildings, all on-site drainage facilities to be private within HOA owned drive aisles that allow for drainage conveyance and maintenance of drainage infrastructure.
    13.2.16.Covenants: Gilroy Stormwater BMP Operation and Maintenance Agreement shall be provided with final approval of this project.
    13.2.17.Zoning/Land Use: Project design is according to City of Gilroy Downtown Gateway District zone.
    13.2.18.Setbacks: as per Gilroy Downtown Gateway District zone requirements.
    13.2.19.Open Space Requirements: as per Gilroy Downtown Gateway District zone requirements.
    13.2.20.Other considerations: none
    13.2.Site Design Measures:
    13.2.1. Development Envelope: entire site within required building setbacks.
    13.2.2. Conserve Natural Areas: no natural areas exist on-site for conservation.
    13.2.3. Limit Impervious Footprint: Building, parking, and drive aisle sizes are the minimum necessary to serve the required density proposed.
    13.2.4. Street, sidewalk, and Parking areas are the minimum required to serve the project according to the code regulations.
    13.2.5. Setbacks from creeks, wetlands, and riparian habitats: project is redevelopment of existing developed commercial site such that the setbacks from Miller Slough are even less of an impact to creeks, wetlands, and riparian habitats.
    13.2.6. Conform site layout along natural landforms: project site is a flat previously developed lot with no natural landforms to conform to.
    13.2.7. Avoid excessive grading and disturbance of vegetation and soils: project proposed grading and disturbance is the minimum necessary to develop the site according to the Gilroy Downtown Gateway District zone requirements.
    13.3.Delineation of Drainage Management Areas (DMAs): Project site design is a single DMA with all impervious areas being routed to and treated by the proposed LID structural control measure for the most efficient long term maintenance and operation of the site in compliance with the CCRWQCB requirements.
    13.4.Runoff Reduction Measures: project eliminates discharge from the site for the 95%-event and reduces the runoff from the pre-developement condtions for the 2-year through 100-year events by reducing the impervious surface area, capturing and retaining all site runoff for infiltration, and detaining runoff via the new water quality outlet. All new landscape areas include drought tolerant LID appropriate vegetation.
    13.5.Structural Stormwater Control Measures: Project SCMs provide the required small-scale decentralized facility that effectively captures and treats all project runoff and promotes infiltration to the subsurface gravels in a manner consistent with the natural runoff from the site.
    13.6.Hydrologic Analysis and SCM sizing: see accompanying Drainage Analysis and Stormwater Management Calculation report that accompanies this plan set.
14. Statement of Compliance: the project as presented heron this plan set meets the requirements of CCRWQCB Performance Requirements #1, #2, #3, and #4.
15. Alternative Compliance (Off-Site Compliance): not applicable
16. Field Verifications of Post-construction Stormwater Control Measures: Verification of install of SCMs to be provided by letter from engineer to City of Gilroy upon completion of construction.
17. Operation and Maintenance for Structural SCMs: Project shall provide City of Gilroy Stormwater BMP Operation and Maintenance Agreement to City for recordation upon completion of construction and prior to occupancy of the site. This agreement inlcudes the assignment of responsibility, description of the SCMs, and all requirements for maintenance and operation of the SCMs. This document covers all requirements of R3-2013-0032(E).

For Planning Approval Only

REGISTERED PROFESSIONAL ENGINEER
ALLEN T. ANDREASEN
C58384
EXP. 12-31-2026
STATE OF CALIFORNIA
1/14/2025

Entitlement Plan Set Iterations:
1. 2024-03-06 1st submittal (by cbg)
2. 2024-09-17 2nd submittal C-sheets
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4. 2025-11-06 4th submittal C-sheets
5. 2025-12-31 5th submittal C-sheets
6. 2026-01-14 6th submittal C-sheets

MH engineering Co.
Morgan Hill, CA 95037
16075 Vineyard Boulevard

Preliminary Storm Water Control Plan

Bebek, 95 Howson Street AS 24-07, TM 24-01

DATE: 2026-01-14
SCALE: 1" = 20'
DRAWN BY: Aa
CHECKED BY: jb

JOB NO.
222121

SHEET
C7
OF

SCALE: 1/16" = 1'-0"

North

150' from new public fire hydrant on east side of Church Street

Left turn movements not modeled due to right turns show being the limiting design factor

area to be dedicated to City

no parking - curb painted red (typ.)

Church Street
(existing public street)

PCC Driveway per STR-18B

CoG Fire Truck

New Fire Hydrant (public)

rolling gate per CA Fire Code D103.5 at limited access point (Fire & Garbage only)

FDC on backflow per WA-19

150' from new private fire hydrant near Unit #25

APN 790-36-020
8224 Church Street
Parcel A, 521 M 55

150' from new private fire hydrant near Unit #25

150' from new private fire hydrant near Unit #35

APN 790-36-021
8305 Monterey Rd.
Parcel B, 521 M 55

Unit# 21 Unit# 22 Unit# 31 Unit# 32 Unit# 37 Unit# 38
Unit# 20 Unit# 23 Unit# 30 Unit# 33 Unit# 36 Unit# 39
Unit# 19 Unit# 24 Unit# 29 Unit# 34 Unit# 35 Unit# 40
Unit# 17 Unit# 18 Unit# 25 Unit# 26 Unit# 27 Unit# 28 Unit# 41 Unit# 42
Unit# 16 Unit# 15 Unit# 14 Unit# 13 Unit# 12 Unit# 11 Unit# 10 Unit# 9 Unit# 8 Unit# 7 Unit# 6 Unit# 5 Unit# 4 Unit# 3 Unit# 2 Unit# 1

10.37' 10.25' 10' 13' 10.01' 15.13'
20' 31.33' 34.33' 26'

Private Drive Aisle
Length <150', no fire turnaround required
103.13'
no parking - flush curb painted red (typ.)
PCC sidewalk
PCC Driveway
New Fire Hydrant (private)
Private Street A
Private Street B
CoG Fire Truck
Length <150', no fire turnaround required 102.97'
no parking - flush curb painted red (typ.)
150' from new private fire hydrant near Unit #35
APN 790-36-029
8295 Monterey Rd.
Doc# 25205639
150' from new public fire hydrant near Unit #5
PCC Sidewalk per STR-14
doc#9979037
~ planting strip ~
curb&gutter replacement per STR-13
Howson Street
(existing public street)
150' from new public fire hydrant on east side of Church Street
Left turn movements not modeled due to right turns show being the limiting design factor
ex Fire Hydrant (public)
150' from ex public fire hydrant on west side of Church Street
150' from new private fire hydrant near Unit #25
150' from new public fire hydrant near Unit #5
150' from new private fire hydrant near Unit #35
150' from new public fire hydrant near Unit #5

gate shall comply with all California Fire Code provisions including but not limited to Section D103.5.

5' sidewalk 4.5' | 5' 5.5' | 26' Private Street A | 5'

16' rolling gate access for emergency vehicles & garbage truck only

rolling gate storage when open

locking mechanism that allows access soley to Recology and City Fire Department

signage with language to be approved by City Engineering, Fire & Recology to ensure gate is closed and locked at all times except during emergency or when Recology enters or leaves the site. Signs shall be placed on both sides of this gate.

gate material to be steel painted black

Detail 8/A: Rolling Gate @ west end of Street A
Scale: 1/4" = 1'-0"

Fire Truck Body Path
Fire Truck Path of Travel
paths in red on plan are site entry
paths in blue on plan are site exit

39.83
8.92 20.50

CoG Fire Truck

	feet
Width	: 9.17
Track	: 9.14
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

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REGISTERED PROFESSIONAL ENGINEER ALLEN T. ANDRADE C58384 EXP 12-31-2026 STATE OF CALIFORNIA
1/14/2025

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MH engineering Co.
16075 Vineyard Boulevard
Morgan Hill, CA 95037

Bebek, 95 Howson Vesting Tentative Map

Preliminary Fire Circulation Plan

Bebek, 95 Howson Street AS 24-07, TM 24-01

DATE: 2026-01-14
SCALE: 1/16" = 1'-0"
DRAWN BY: Aa
CHECKED BY: jb

JOB NO. 222121

SHEET C8 OF ----

SCALE: 1/16"= 1'-0"

North

APN 790-36-020
8224 Church Street
Parcel A, 521 M 55

APN 790-36-021
8305 Monterey Rd.
Parcel B, 521 M 55

APN 790-36-029
8295 Monterey Rd.
Doc# 25205639

Church Street
(existing public street)

Garbage Truck shall only enter Street A by right turn from Church Street and exit Street A by right turn onto Church Street (no left turns by garbage trucks)

PCC Driveway per STR-16A

Recology Collection Truck

rolling gate per CA Fire Code D103.5 at limited access point (Fire & Garbage only)

area to be dedicated to City

curb&gutter replacement per STR-13

~ planting strip ~

PCC Driveway per STR-16A

PCC Sidewalk per STR-14

area to be dedicated to City

doc#9979037

Howson Street
(existing public street)

ex Fire Hydrant

Left turn movements not modeled due to right turns show being the limiting design factor

Recology entry from Howson not expected to be typical due to efficiency of entering and exiting off Church Street via locked gate as explained in note 1 below. Yet this entry/exit is available for Recology should drivers need to use it.

Unit# 1 Unit# 2 Unit# 3 Unit# 4 Unit# 5 Unit# 6 Unit# 7 Unit# 8 Unit# 9 Unit# 10 Unit# 11 Unit# 12 Unit# 13 Unit# 14 Unit# 15 Unit# 16 Unit# 17 Unit# 18 Unit# 19 Unit# 20 Unit# 21 Unit# 22 Unit# 23 Unit# 24 Unit# 25 Unit# 26 Unit# 27 Unit# 28 Unit# 29 Unit# 30 Unit# 31 Unit# 32 Unit# 33 Unit# 34 Unit# 35 Unit# 36 Unit# 37 Unit# 38 Unit# 39 Unit# 40 Unit# 41 Unit# 42

DA-A Private Drive Aisle 103.13' | DA-B Private Drive Aisle 103.13' | DA-C Private Drive Aisle 103.13'

20' | 31.33'

PCC sidewalk

PCC Driveway

unit 18-21 carts | unit 22-25 carts | unit 26-29 carts | unit 28-33 carts | unit 34 carts | unit 35-38 carts | unit 39-42 carts

Recology Collection Truck

ST-A Private Street

ST-B Private Street

26' | 16'

Garbage Collection Trucks will enter this area forward then 3-point turn at Street B then load carts along north side of Street A then exit at Church St.

g r c Recology Carts - storage location 3 stream w/ Garbage, Recycle, & Compost for each unit in private garage.

G R C Recology Carts - pick up day location 3 stream w/ Garbage, Recycle, & Compost for each unit.

(#) Expected waste collection sequence

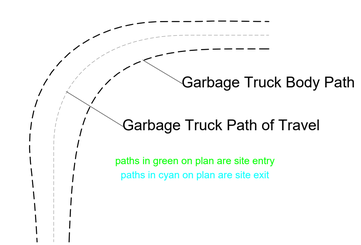
Waste Collection Notes:

1. Expected Garbage collection route/sequence would be enter Street A from Church, unlock/open gate (1), pick up carts for units16-13 (2), close/lock gate (3), proceed to pick up carts for units 12-1 reverse to make 3-point turn in Street B / Street A intersection then pick up carts 42-17 carts (4), unlock/open gate (5), pull out to Church St limit line then close/lock gate (6) then exit to Church Street.
2. Homeowners to store carts in private garages until pick up day. On pick up day, carts to be staged as depicted on this plan where they are emptied by waste hauler. After emptied carts shall be returned to private garage within 8-hours.
3. Project CC&Rs shall include garbage cart storage and placement requirements in an enforceable manner.
4. Turning movements shown represent the standard side right side loading Recology Truck.

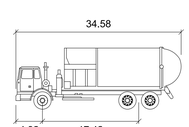


Plastic Carts

SIZE	LENGTH	WIDTH	HEIGHT
32-gallons	24.25"	19.25"	38.50"
64-gallons	31.75"	24.25"	41.75"
96-gallons	35.25"	29.75"	43.25"



paths in green on plan are site entry
paths in cyan on plan are site exit



Recology Collection Truck

	feet
Width	: 8.00
Track	: 8.04
Lock to Lock Time	: 6.0
Steering Angle	: 47.9

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REGISTERED PROFESSIONAL ENGINEER ALLEN T. ANDRADE C58384 EXP 12-31-2026 STATE OF CALIFORNIA

1/14/2026

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MH engineering Co.
16075 Vineyard Boulevard
Morgan Hill, CA 95037

Bebek, 95 Howson Vesting Tentative Map

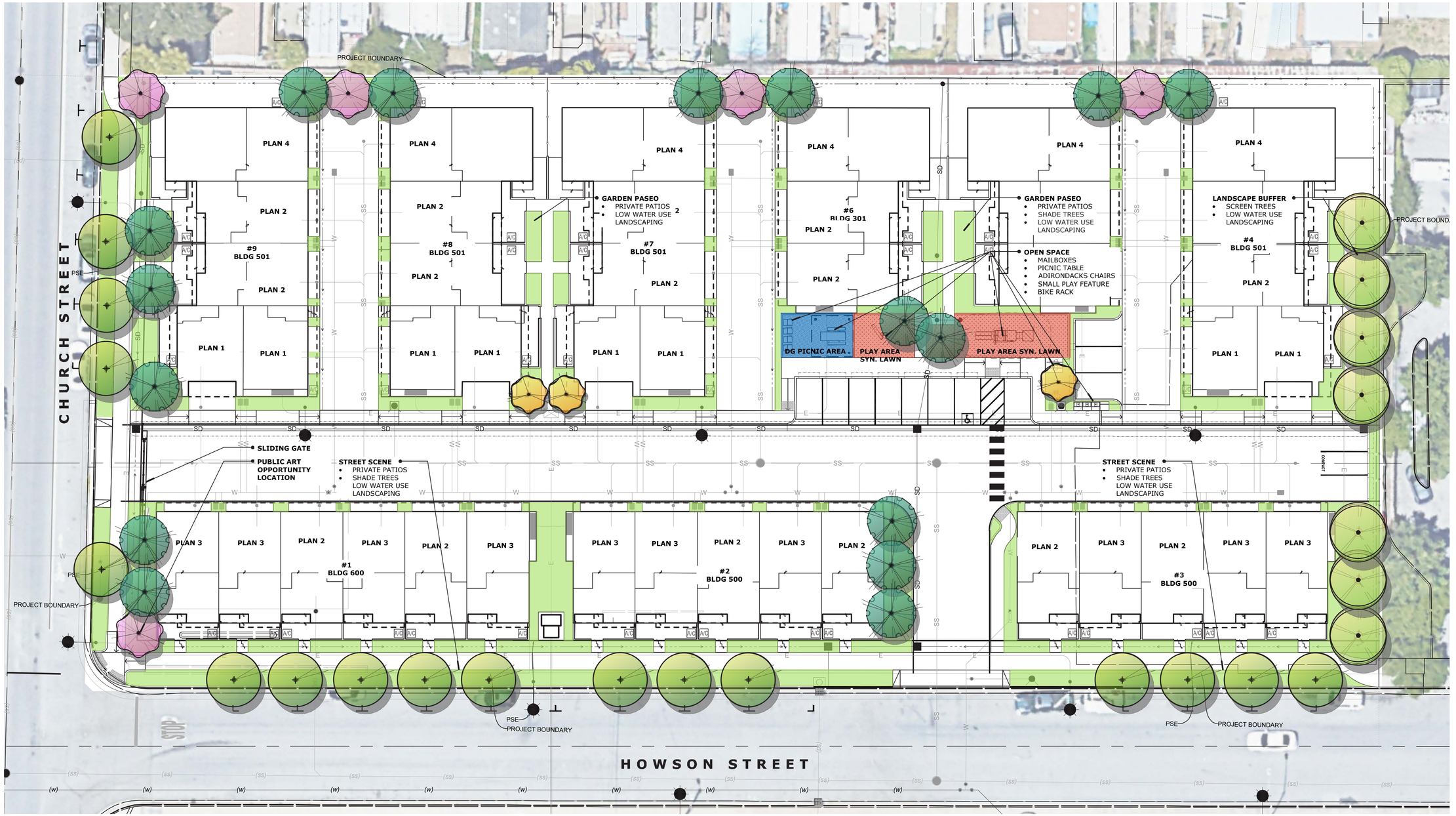
Preliminary Solid Waste Plan

Bebek, 95 Howson Street AS 24-07, TM 24-01

DATE: 2026-01-14 | DRAWN BY: Aa | CHECKED BY: jb

JOB NO. 222121

SHEET C9 OF ----



SHEET INDEX

L-1 CONCEPTUAL LANDSCAPE PLAN
L-2 SITE TABULATIONS
L-3 CONCEPTUAL FENCE AND WALL PLAN
L-4 CONCEPTUAL TREE PLAN
L-5 CONCEPTUAL PLANTING PLAN
L-6 CONCEPTUAL IRRIGATION PLAN
L-7 GENERAL NOTES AND LEGENDS

BDC
BEBEK DEVELOPMENT COMPANY

LAND CONCERN
LANDSCAPE ARCHITECTURE
1750 E DEERE AVE, SANTA ANA, CA 92705
O 949.250.4822 www.landconcern.com

95 HOWSON
GILROY, CA

Conceptual Landscape Plan

0 8 16 32
SCALE: 1" = 16'-0"

October 31, 2025 | L-1



SITE TABULATION LEGEND

- COMMON/ PRIVATE AREA LANDSCAPE 21,634 SQ. FT.
- PRIVATE OPEN SPACE UPPER 5,272 SQ. FT.
- ACTIVE OPEN SPACE 1,000 SQ. FT.
- PASSIVE OPEN SPACE 400 SQ. FT.

Private Open Space By Units (in Sq.Ft.)	
Unit #	**Balconies, Patios, or Porches**
Plan 1	84
Plan 2	153
Plan 3	104
Plan 4	105 - 216

Site Tabulations

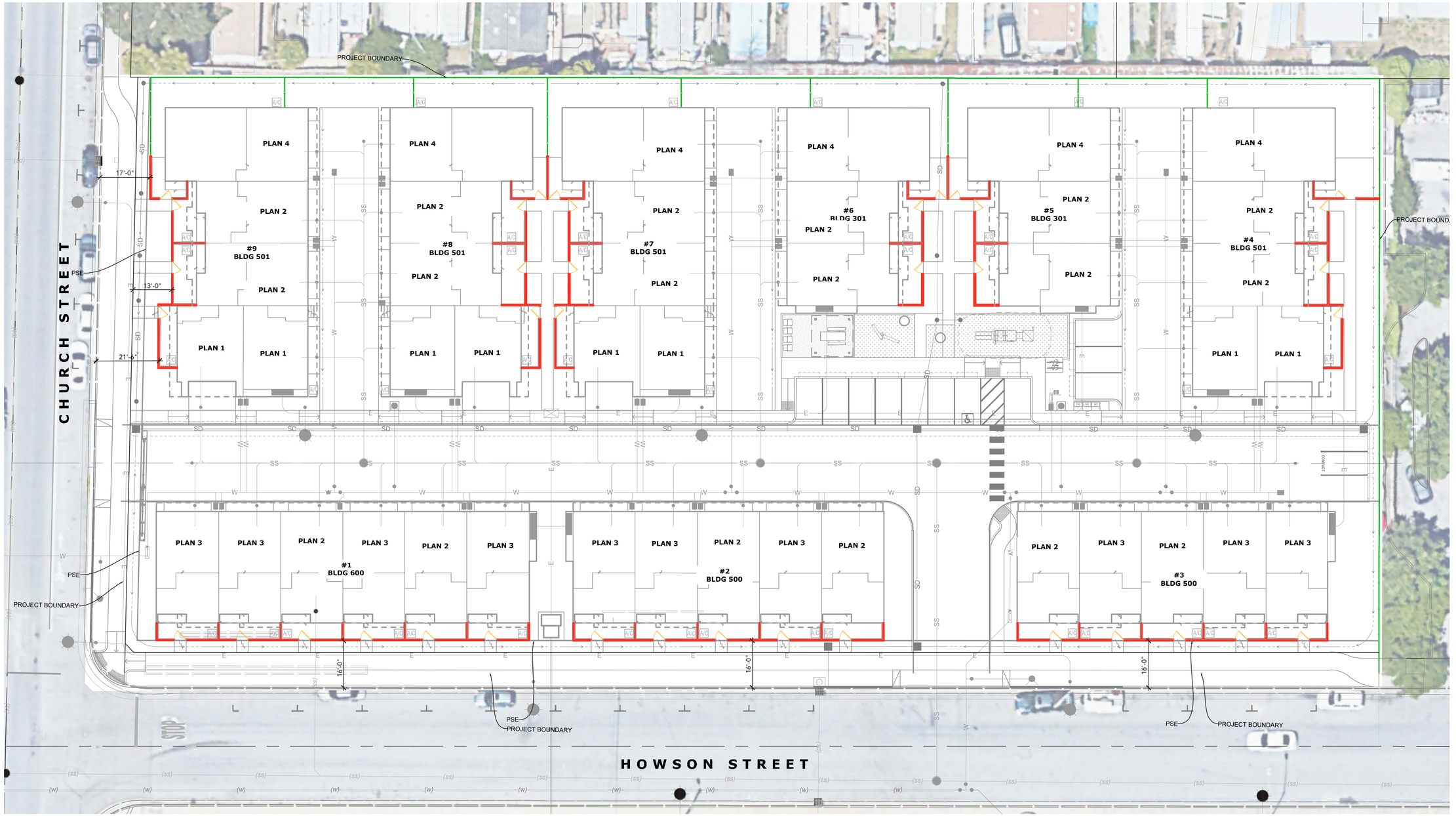
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95 HOWSON
GILROY, CA

0 8 16 32
SCALE: 1" = 16'-0"

October 31, 2025 | L-2



FENCE AND WALL LEGEND

42" VINYL PATIO FENCE & GATE



6'-0" VINYL FENCE



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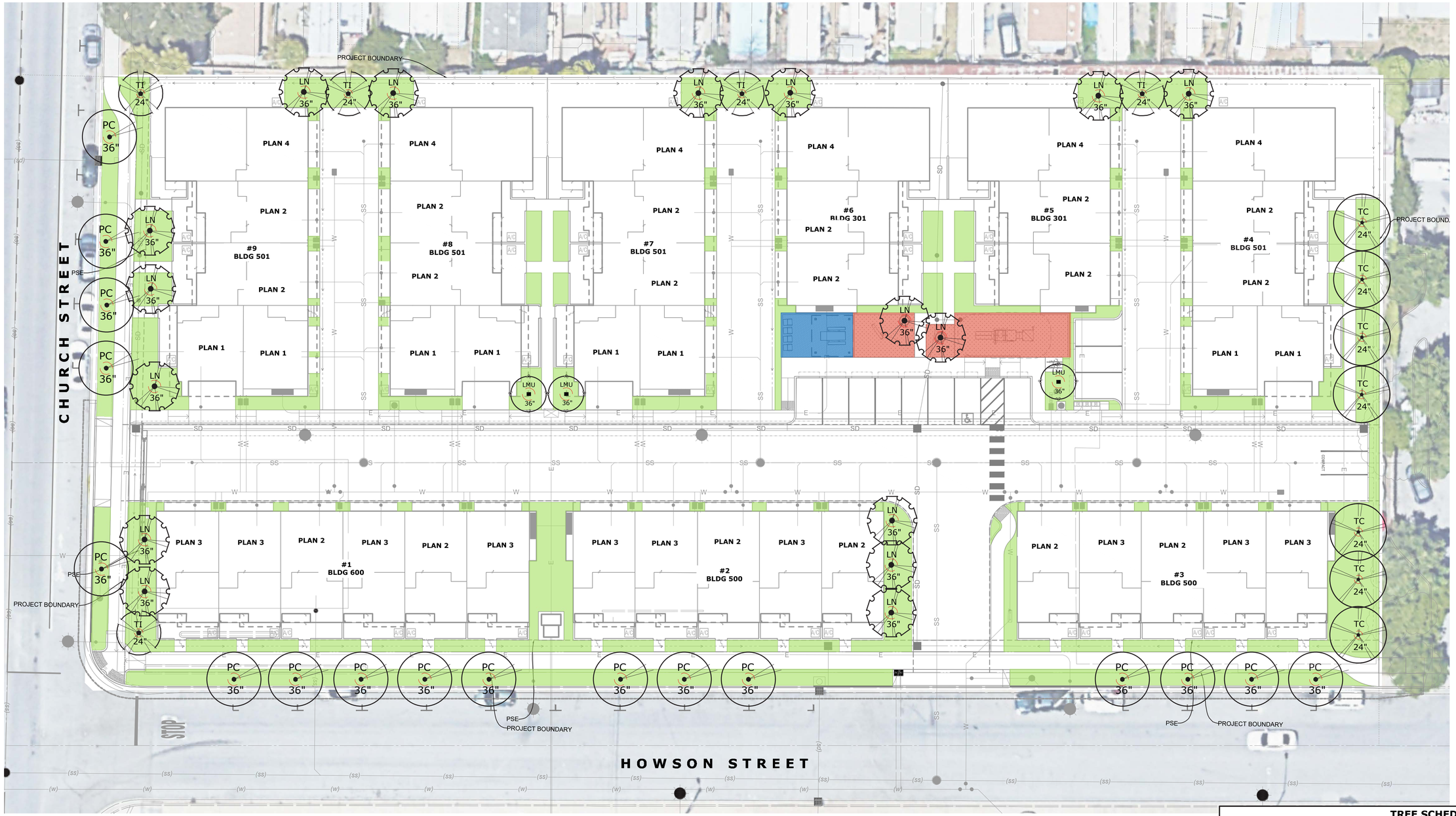
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O 949.250.4822 www.landconcern.com

95 HOWSON
GILROY, CA

Conceptual Fence and Wall Plan

0 8 16 32
SCALE: 1" = 16'-0"

October 31, 2025 | L-3



TREE SCHEDULE

ABBR.	BOTANICAL NAME	COMMON NAME	SIZE	DESCRIPTION	WUCOLS	QTY.
LMU	Lagerstroemia 'Muskogee'	Hybrid Crepe Myrtle	36" Box	UPRIGHT MULTI-TRUNK	Low	4
LN	Laurus nobilis 'Saratoga'	Saratoga Bay Tree	36" Box	STANDARD	Low	17
PC	Pistacia chinensis	Chinese pistache	36" Box	STANDARD	Low	17
TI	Tabebuia impetiginosa	Pink Trumpet Tree	24" Box	STANDARD	Moderate	5
TC	Tristania conferta	Brisbane Box	24" Box	LOW BRANCHING	Moderate	7

WUCOLS NOTE:
WUCOLS, Water Use Classification of Landscape Species, is a University of California Cooperative Extension publication and is a guide to the water needs of the landscape plants.

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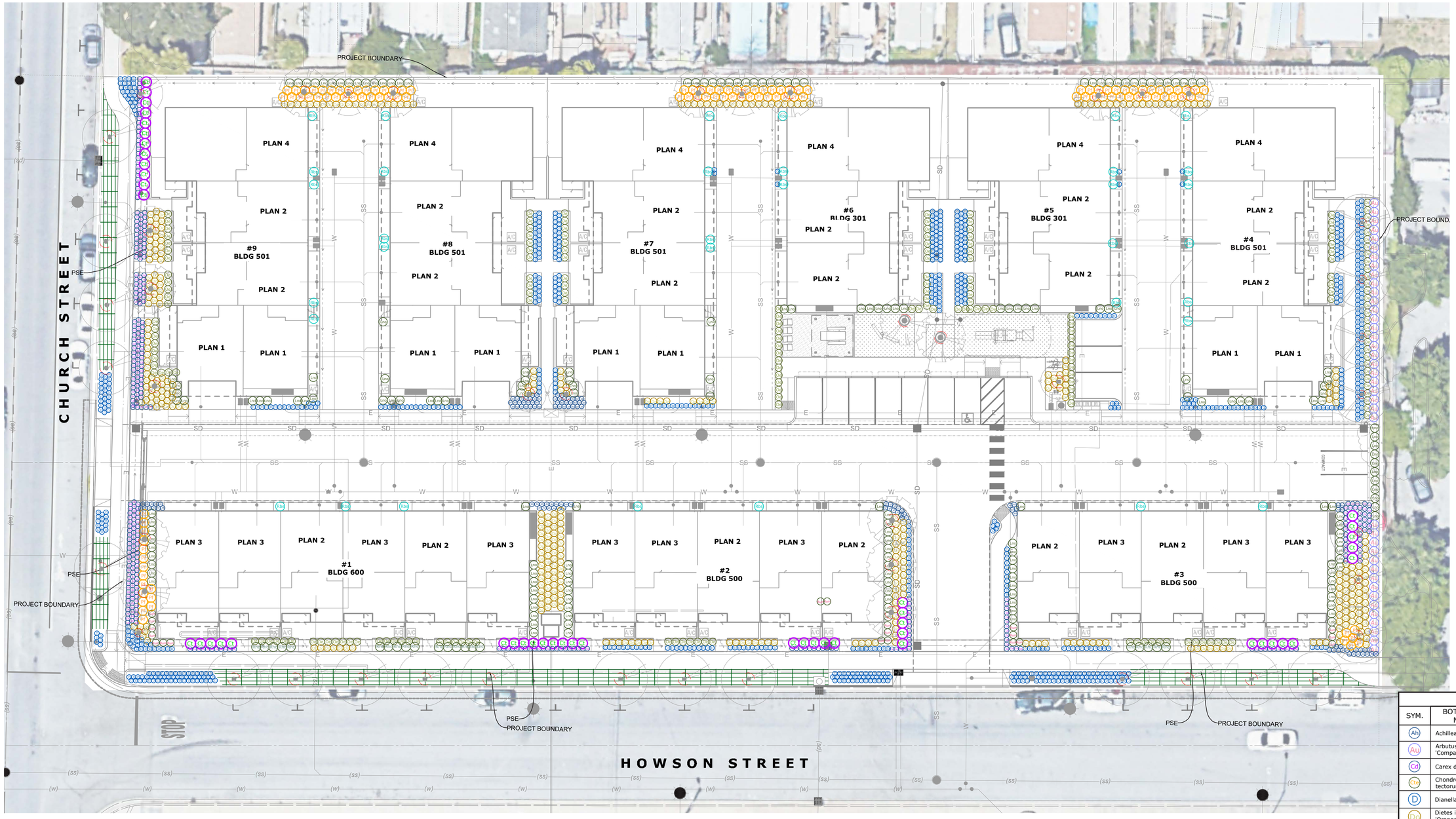
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O 949.250.4822 www.landconcern.com

95 HOWSON
GILROY, CA

Conceptual Tree Plan

0 8 16 32
SCALE: 1" = 16'-0"

October 31, 2025 | L-4



SHRUB SCHEDULE

SYM.	BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS	QTY
Ah	Achillea 'Moonshine'	Moonshine Yarrow	1 Gal	Low	131
Au	Arbutus undeo 'Compacta'	Dwarf Strawberry Tree	15 Gal	Low	40
Cd	Carex divulsa	Berkley Sedge	1 Gal	Low	347
Ctx	Chondropetalum tectorum	Cape Rush	5 Gal	Low	51
D	Dianella Little Rev	Little Rev Flax Lily	1 Gal	Low	848
Dg	Dietes iroides 'Orange Drop'	Orange Drop Fortnight Lily	5 Gal	Low	409
Lno	Laurus nobilis	Bay Laurel	15 Gal	Low	204
	Lippia nodiflora	Kurapia	1 Gal	Low	970
Oe	Olea europaea 'Montra'	Little Ollie Dwarf Olive	15 Gal	Low	184
Pf	Phlomis fruticosa	Jerusalem sage	5 Gal	Low	163
Rum	Rhaphiolepis umbellata 'Minor'	Dwarf Indian Hawthorne	5 Gal	Low	26
Rbs	Rosmarinus o. 'Blue Spires'	Blue Spires Rosemary	15 Gal	Low	40
Rho	Rosmarinus o. 'Huntington Carpet'	Huntington CarpetRosemary	1 Gal	Low	21

WUCOLS NOTE:

WUCOLS, Water Use Classification of Landscape Species, is a University of California Cooperative Extension publication and is a guide to the water needs of the landscape plants.

Conceptual Planting Plan

BDC
BEBEK DEVELOPMENT COMPANY

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LANDSCAPE ARCHITECTURE
1750 E DEERE AVE, SANTA ANA, CA 92705
O 949.250.4822 www.landconcern.com

95 HOWSON
GILROY, CA

SCALE: 1" = 16'-0"

October 31, 2025 | L-5



MWELO WATER USAGE WORKSHEET - GILROY

WATER METER 1 / CONTROLLER A

CITY OR ZONE: STATE ZONE 10
REFERENCE EVAPOTRANSPIRATION (ETo): 42.60
LANDSCAPE TYPE: RESIDENTIAL

LANDSCAPE AREA (LA)

HYDROZONE NO.	LANDSCAPE AREA (SQ. FT.)	PERCENT	PLANT TYPE	PLANT FACTOR (PF)	IRRIGATION TYPE	IRRIGATION EFFICIENCY (IE)	E T ADJUSTMENT FACTOR (ETAF)	ESTIMATED WATER USE (GALLONS)
1	12,901	100%	SHRUB - LOW WATER USE	0.3	IN-LINE DRIP	81%	0.37	129,163
2			---		IN-LINE DRIP	81%		-
3			---		IN-LINE DRIP	81%		-
4			---		IN-LINE DRIP	81%		-
5			---		IN-LINE DRIP	81%		-
6			---		IN-LINE DRIP	81%		-
7			---		IN-LINE DRIP	81%		-
8			---		---			-
9			---		---			-
10			---		---			-
11			---		---			-
12			---		---			-
13			---		---			-
14			---		---			-

TOTAL AREA (SQ. FT): 12,901
(ACRE S): 0.30

ESTIMATED TOTAL WATER USE (GALLONS): 129,163
(HCF): 173
(ACRE FEET T): 0.296

TOTAL SLA AREA (SQ. FT): -
TOTAL STANDARD AREA (SQ. FT): 12,901 100%

SLA TOTAL WATER USE (GALLONS): -
STANDARD LANDSCAPE WATER USE (GALLONS): 129,163
ACTUAL TOTAL WATER USE (GALLONS): 129,163
(HCF): 172.7
(ACRE FEET T): 0.40

TOTAL LANDSCAPE AREA (SQ. FT): 12,901 100%
(ACRE S): 0.30

SITE HSE EFFICIENCY: 81%
SITEWIDE E TAF: 0.37

MAXIMUM ALLOWABLE WATER ALLOTMENT (GALLONS): 191,387
(ACRE FEET): 0.59

FORMULAS AS REQUIRED BY THE REVISED 2016 MODEL WATER EFFICIENT LANDSCAPE ORDINANCE:
WHERE AS:

MAWA = MAXIMUM APPLIED WATER ALLOWED
E T WU (a) = ESTIMATED TOTAL WATER USE FOR EACH HYDROZONE (a)
LA = LANDSCAPE AREA (SQ. FT.)
E To = REFERENCE EVAPOTRANSPIRATION
E TAF = E T ADJUSTMENT FACTOR (.55 FOR NON RESIDENTIAL LANDSCAPES, 0.55 FOR RESIDENTIAL LANDSCAPES, 0.68 FOR CVHE)
SLA = SPECIAL LANDSCAPE AREA (SQ. FT.) FOR RECYCLED WATER USE AND URBAN FOREST
PF = PLANT WATER USE FACTOR
IE = IRRIGATION EFFICIENCY

$$MAWA = (E\ To \times .62 \times [(LA \times ETAF) + SLA \times (1-ETAF)])$$

$$ETWU(a) = \left(\frac{LA \times E\ To \times (0.62 \times PF)}{IE}\right)$$

IRRIGATION WATER CONSERVATION NARRATIVE

THE LANDSCAPE IRRIGATION DESIGN CONTAINS ELEMENTS THAT WILL BE INCORPORATED INTO THE CONSTRUCTION OF THE IRRIGATION SYSTEM TO PROMOTE THE CONSERVATION AND PRESERVATION OF WATER RESOURCES PER THE CITY OF GILROY MODEL WATER EFFICIENT LANDSCAPE ORDINANCE (MWELO). THE FOLLOWING IS A LIST OF THOSE ELEMENTS:

1. THE LANDSCAPE IS PLANTING INTO IRRIGATION ZONES WITH DIFFERING WATERREQUIREMENTS BASED UPON PLANT MATERIAL, SUN EXPOSURE, AND IRRIGATION APPLICATION TYPE AS SUCH:
   a. MEDIUM AND LOW WATER USAGE PLANT MATERIAL
   b. DRIP IRRIGATION
2. A HYDROZONE SUMMARY TABLE WITH WATER USE CALCULATIONS IS INCLUDED WITH THE EXHIBIT.
3. THE PLANTING LEGEND REFERENCES THE WATER USAGE REQUIREMENT BASED UPON THE WATER USE CLASSIFICATION OF LANDSCAPE SPECIES (WUCOLS IV) AS PUBLISHED BY THE CALIFORNIA DEPARTMENT OF WATER RESOURCES. PLANTS WITHIN THE LANDSCAPE ARE GROUPED BY SIMILAR CLASSIFICATIONS.
4. A PRESSURE-REGULATING VALVE IS SPECIFIED AT THE POINT OF CONNECTION TO REDUCE EXCESS PRESSURE TO THE SYSTEM.
5. INLINE DRIP IRRIGATION IS USED TO INCREASE EFFICIENT APPLICATION. NO SPRAY IRRIGATION IS INCLUDED IN THE DESIGN.
6. A 'SMART WATER APPLICATION TECHNOLOGY' (SWAT) IRRIGATION CONTROLLER IS SPECIFIED TO ADJUST THE IRRIGATION TO LOCALIZED WEATHER CONDITIONS.
7. A RAIN SHUT OFF DEVICE IS SPECIFIED TO OVERRIDE THE CONTROLLER IN THE EVENT OF RAINFALL. THE SENSOR WILL BE LOCATED ON THE ROOF EVE AND WILL BE WIRELESS.
8. THREE (3) INCHES OF MULCH WILL BE APPLIED TO ALL PLANTERS.
9. TREES WILL RECEIVE SUPPLEMENTAL WATER WITH SEPARATE IRRIGATION VALVES TO PROMOTE ESTABLISHMENT.
10. A SIGNED CITY OF GILROY MWELO CONFORMANCE AFFIDAVIT WILL BE PROVIDED ON THE APPROVED LANDSCAPE PLANS.

BEBEK DEVELOPMENT COMPANY

Community Development Department
7351 Rosanna Street, Gilroy, California 95020-6197
Telephone: (408) 846-0440 Fax: (408) 846-0429
http://www.cityofgilroy.org

MODEL WATER EFFICIENT LANDSCAPE ORDINANCE COMPLIANCE AFFIDAVIT

I, Garrett Bustos, a licensed landscape architect, hereby certify that the landscape and irrigation plans submitted for the below referenced project have been prepared in accordance with the most current State of California Model Water Efficient Landscape Ordinance (MWELO) requirements [Title 23, Division 2, Chapter 2.7 of the California Code of Regulations]. I understand that as the licensed landscape architect, I am responsible for ensuring the project's compliance with the MWELO requirements, including but not limited to the submittal of the required plans, worksheets, reports, audits, maintenance schedule and certificate of completion.

Project / Permit Number: AS 24-07, TM 24-01
Project Address / APN: 95 Howson Street / 790-36-01
Project Name: Bebek, 95 Howson Street

Licensed Landscape Architect Information:

Name (print clearly): Garrett Bustos
Company: Land Concern
Address: 1750 E Deere Ave, Santa Ana CA 92705
Phone Number: 949.333.3604
License Number: 6240 Expiration Date: 6/19/25
Signature:
Date: 01/31/25

[Note: A separate affidavit may be required for planning entitlement applications, building permit submittals, and landscape improvement plan submittals.]

Conceptual Irrigation Plan

LAND CONCERN
LANDSCAPE ARCHITECTURE
1750 E DEERE AVE, SANTA ANA, CA 92705
O 949.250.4822 www.landconcern.com

95 HOWSON
GILROY, CA

0 8 16 32
SCALE: 1" = 16'-0"

October 31, 2025 | L-6

Waypoint ANALYTICAL

Anaheim Office
Lab No: 24-024-0003
January 30, 2024

Land Concern LTD
1750 East Deere Avenue
Santa Ana, CA 92705

Attn: Garrett Bustos

Project: 95 Howson – Gilroy Job #: BDC002

Attached are the results of the analysis performed on four soil samples that were collected from the above mentioned project site from a 12-18 inch depth by the client and received by our laboratory on 01/24/2024. These samples were analyzed for nutrient levels, horticultural suitability, and physical characteristics in preparation for a new landscape installation and to meet WELO requirements.

Analytical Results and Comments

The samples range from slightly alkaline in reaction at 7.4 in B-3 to moderately alkaline at 7.9 on the pH scale in B-4. Soil reactions of 7.5 and higher are above the range preferred for most plants and could cause plants that are sensitive to alkaline soil conditions to show yellowing of foliage beginning with the younger growth. Free lime is favorably low indicating that the pH is weakly buffered in the alkaline range. Incorporation of soil sulfur to a depth of 6 inches in all but the B-3 location will adjust the pH downward. That change would happen slowly and most effectively to the depth of incorporation. Plants that are selected for the B-1, B-2, and B-4 locations should be tolerant of alkaline soil conditions.

Salinity (ECe) and soluble sodium levels are favorably low. The safely low sodium adsorption ratios (SAR) indicate that the sodium present is properly balanced by calcium and magnesium in regards to its effect on soil structure and water infiltration.

Boron is safely low for general ornamental plants and may be below optimum for plant nutritional purposes in all but the B-2 sample. Irrigation water in Southern California often supplies sufficient boron to meet plant nutritional requirements for that nutrient. However, if boron is low in the irrigation water and/or plants show symptoms of boron deficiency after they are well established, consider an application of a product containing boron at the manufacturer's label rate. Boron deficiency symptoms often include stunted or deformed younger growth and "tight" internodes.

In terms of fertility, nitrogen is sufficient at this time in B-3. Phosphorus is low optimum in B-2. Potassium is low optimum in B-4. Calcium and magnesium are sufficient throughout. In the minor element group, copper is sufficient throughout. Iron is sufficient in B-1. The remaining nutrients are low.

The texture of the less than 2mm fraction of the B-2 soil is classified as 'sandy loam' and the less than 2mm fraction of the other samples is classified as 'sandy clay loam,' according to the USDA classification standards. The over 35% gravel present in B-3 classifies the material as 'very gravelly'. The over 15% gravel present in the other samples classifies the materials as 'gravelly'. The elevated gravel content, in combination with a relatively wide distribution of particle sizes in the sand category, indicates that the soils at this site may have a tendency to consolidate and compact. Soil physical properties can be improved by incorporating organic amendment at the provided rate and depth but only to a point. The estimated water infiltration rates are presented in the table below. The actual rates of water infiltration may vary with the degree of soil compaction throughout the project site. Organic content is low in B-1 and B-2 while moderate elsewhere at 2.47% by total dry weight.

Page 2
Land Concern LTD
January 30, 2024

Sample ID	USDA Soil Classification	Estimated Infiltration Rate (in./ hr.)	Organic % dry wt.
#1	Gravelly Sandy Clay Loam	0.23	0.86
#2	Gravelly Sandy Loam	0.35	0.99
#3	Very Gravelly Sandy Clay Loam	0.19	2.47
#4	Gravelly Sandy Clay Loam	0.24	2.47

Recommendations

Surface Soil Preparation for Groundcover and Mass Planting

If feasible, prior to amending the areas where severe compaction exists, the surface soil should be ripped or tilled to a 9-inch depth. Uniformly broadcast and blend the following with existing soil to a 6-inch depth.

Materials	Amount per 1000 sq.ft.	Sample Location(s)
Nitrogen fortified organic amendment (compost* or redwood or fir sawdust)	4 cu. yards	B-1 & B-2
	2 cu. yards	B-3 & B-4
Sulfur	8 lbs.	B-1
	13 lbs.	B-2 & B-4
15-15-15	10 lbs.	All areas

*Rates and fertilizers may have to be adjusted depending on analysis of selected compost.

Tree and Shrub Planting Guidelines

1. Excavate planting pits at least twice the diameter of the rootball.
2. The top of the rootball should be at or slightly above final grade.
3. To improve soil chemistry, uniformly blend 1 lb. of iron sulfate in the B-1 and B-3 locations and uniformly blend 2 lbs. of iron sulfate per cubic yard of backfill soil in the B-2 and B-4 locations. Handle iron sulfate with caution since it will severely stain moist concrete.
4. Organic material is not required in the backfill; however, if you wish, the amended surface soil or a soil blend consisting of no more than 10% by volume organic matter can be placed in the upper 12 inches of backfill only in the B-3 and B-4 locations and the amended surface soil or a soil blend consisting of no more than 20% by volume organic matter can be placed in the upper 12 inches of backfill only in the B-1 and B-2 locations. Soil below this depth should not contain any added organic matter because of the threat of plant disease and/or anaerobic soil conditions developing
5. Place slow release fertilizer tablets in the upper 12 inches of backfill at manufacturer's recommended rates. If fertilizer amended soil is used as a backfill the addition of slow release fertilizer tablets is not necessary.
6. Do not cover the original rootball with other soil. Ideally, a temporary soil berm is often constructed around the outer edge of the rootball to help channel water into the rootball and then into surrounding soil until roots are established in the backfill and the rootball is no longer the sole source of water for the plant.
7. Ideally, a weed and turf free zone, preferably 2-3 ft. in diameter, should be maintained just beyond the diameter of the planting hole. A 2-4 inch deep layer of coarse mulch can be placed around the tree or shrub; mulch should be kept a minimum 4-6 inches from the trunk.

Page 3
Land Concern LTD
January 30, 2024

Maintenance Fertilization

Uniformly broadcast sulfur coated urea at the rate of 5 lbs. per 1000 sq. ft.. The first application should occur approximately 60-90 days after planting, with repeat applications every 90 days or as growth and color dictate. In early fall and spring, substitute a complete fertilizer such as 15-15-15, or equal, for the sulfur coated urea at the rate of 6 lbs. per 1000 sq. ft. to ensure continuing supplies of phosphorus and potassium. Follow each fertilization with a thorough irrigation. When plants have become well established, fertilizer applications can be less frequent.

As noted above, some of the micronutrients are below optimum. When these nutrients are low, especially in an alkaline soil, deficiencies can sometimes show in the plants. If deficiencies show once plants have become established, they may be addressed upon the first sign of deficiency. Symptoms of manganese deficiency may be seen as a general loss of color in the young leaves, followed by yellowing between veins and brownish-black spots appearing. Iron and zinc deficiency symptoms are often characterized by yellow, almost white, interveinal chlorosis on the youngest growth. If these symptoms are apparent once plants are established, then application of iron, zinc, and/or manganese chelate at the manufacturer's label rate may improve appearance. Chelates are generally more effective on alkaline soils than some of the other forms of trace elements.

If we can be of any further assistance, please feel free to contact us.

Joe Kiefer, CCA

CITY OF GILROY

Community Development Department

7351 Rosanna Street, Gilroy, California 95020-6197
Telephone: (408) 846-0440 Fax: (408) 846-0429
http://www.cityofgilroy.org

MODEL WATER EFFICIENT LANDSCAPE ORDINANCE COMPLIANCE AFFIDAVIT

I, Garrett Bustos, a licensed landscape architect, hereby certify that the landscape and irrigation plans submitted for the below referenced project have been prepared in accordance with the most current State of California Model Water Efficient Landscape Ordinance (MWELO) requirements [Title 23, Division 2, Chapter 2.7 of the California Code of Regulations]. I understand that as the licensed landscape architect, I am responsible for ensuring the project's compliance with the MWELO requirements, including but not limited to the submittal of the required plans, worksheets, reports, audits, maintenance schedule and certificate of completion.

Project / Permit Number: AS 24-07, TM 24-01
Project Address / APN: 95 Howson Street / 790-36-01
Project Name: Bebek, 95 Howson Street

Licensed Landscape Architect Information:

Name (print clearly): Garrett Bustos
Company: Land Concern
Address: 1750 E Deere Ave, Santa Ana CA 92705
Phone Number: 949.333.3604
License Number: 6240 Expiration Date: 6/19/25
Signature:
Date: 01/31/25

[Note: A separate affidavit may be required for planning entitlement applications, building permit submittals, and landscape improvement plan submittals.]

Land Concern LTD
1750 East Deere Avenue

Santa Ana CA 92705

4741 East Hunter Ave. Suite A
Anaheim, CA 92807
Main 714-282-8777 ª Fax 714-282-8575
www.waypointanalytical.com

Project : 95 Howson - Gilroy
Job #: BDC002

COMPREHENSIVE SOIL ANALYSIS

Report No : 24-024-0003
Purchase Order :
Date Recd : 01/24/2024
Date Printed : 01/29/2024
Page : 1 of 1

Sample Description - Sample ID	Half Sat %	pH	ECe dS/m	NO -N3	NH4 -N	PO -P4	K	Ca	Mg	Cu		Zn	Mn		Fe	Organic % dry wt.	Lab No.
	TEC	Qual Lime		ppm	ppm	ppm	ppm	ppm	ppm	ppm	ppm	ppm	ppm	ppm	ppm		
	Sufficiency Factors																
B-1	17	7.6	0.93	13	8	9	49	1850	613	2.2	1.3	7		40		0.86	04376
	142	Low		0.6		0.4	0.3	0.9	2.3	1.4	0.2	0.5		0.7			
B-2	16	7.8	0.36	3	4	13	44	1870	522	2.8	1.4	6		16		0.99	04377
	137	Low		0.2		0.7	0.3	1.0	2.1	1.9	0.2	0.5		0.3			
B-3	16	7.4	1.99	59	5	8	58	1520	560	1.6	2.1	3		16		2.47	04378
	117	Low		2.0		0.4	0.4	0.9	2.5	1.2	0.4	0.3		0.3			
B-4	14	7.9	0.65	5	5	8	71	1310	277	1.1	1.0	7		13		2.47	04379
	89	Low		0.4		0.5	0.7	1.1	1.7	1.1	0.3	0.9		0.4			

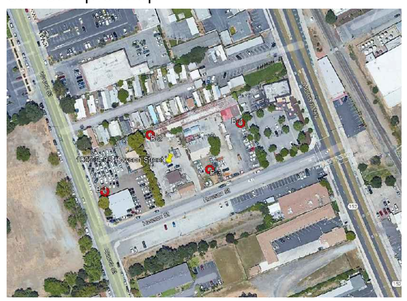
Saturation Extract Values						SAR	Gravel %		Percent of Sample Passing 2 mm Screen					USDA Soil Classification	Lab No.
									Sand						
Ca meq/L	Mg meq/L	Na meq/L	K meq/L	B ppm	SO4 meq/L		Coarse 5 - 12	Fine 2 - 5	Very Coarse 1 - 2	Coarse 0.5 - 1	Med. to Very Fine 0.05 - 0.5	Silt .002-.05	Clay 0-.002		
4.7	4.89	1.52	0.06	0.07	3.0	0.7	10.7	19.6	7.6	6.2	36.6	20.0	29.4	Gravelly Sandy Clay Loam	04376
1.9	1.97	1.01	0.04	0.16	0.98	0.7	6.4	8.9	6.0	5.6	56.8	12.0	19.4	Gravelly Sandy Loam	04377
10	10.8	1.59	0.10	0.11	4.6	0.5	21.9	15.1	11.6	11.2	35.6	16.0	25.4	Very Gravelly Sandy Clay Loam	04378
3.2	2.23	1.56	0.02	0.09	1.2	1.0	3.8	14.7	7.2	10.2	41	20.0	21.4	Gravelly Sandy Clay Loam	04379

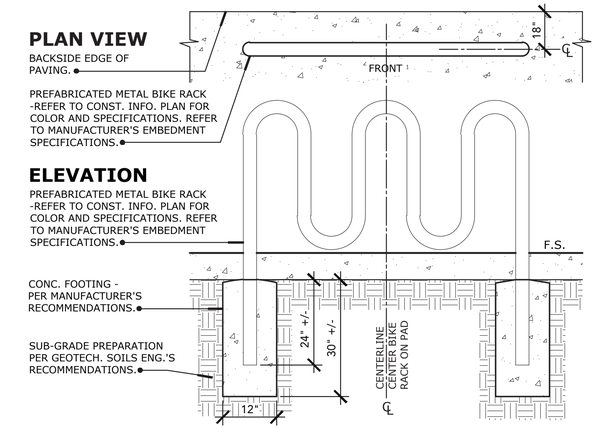
Sufficiency factor (1.0=sufficient for average crop) below each nutrient value. N factor based on 200 ppm constant feed. SAR = Sodium adsorption ratio. Half Saturation %=approx field moisture capacity. Nitrogen(N), Potassium(K), Calcium(Ca) and Magnesium(Mg) by sodium chloride extraction. Phosphorus(P) by sodium bicarbonate extraction. Copper(Cu), Zinc(Zn), Manganese(Mn) & Iron(Fe) by DTPA extraction. Sat. ext. method for salinity (ECe as dS/m),Boron (B), Sulfate(SO 4), Sodium(Na). Gravel fraction expressed as percent by weight of oven-dried sample passing a 12mm(1/2 inch) sieve. Particle sizes in millimeters. Organic percentage determined by Walkley-Black or Loss on Ignition.

* LOW ; SUFFICIENT ; HIGH

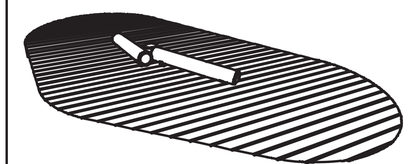
BDC
BEBEK DEVELOPMENT COMPANY

Soil Sample Map

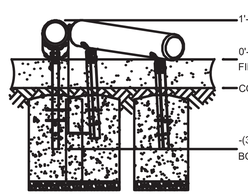




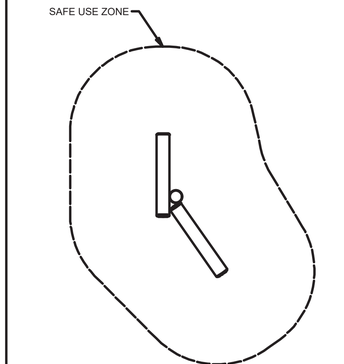
Bike Rack



ISO VIEW
SCALE: NONE



FRONT VIEW
SCALE 3/8"=1'-0"



EQUIPMENT ONLY:
4'-11" x 10-1" (1.5m x 3m)

MINIMUM SAFE USE ZONE:
16'-11" x 22'-1" (5.2m x 6.8m)

PLAN VIEW WITH USE ZONE
SCALE 3/16"=1'-0"

0' 1' 2' 3' 4' 5' 6'

NOTE:
CONCRETE FOOTING AND NO. 4 REBAR (BY OTHERS) PER LOCAL SOIL CONDITIONS. CONSULT PROJECT ENGINEER FOR EXACT REQUIREMENTS.

Date	Revision	By

COLUMBIA CASCADE COMPANY
Makers of TimberForm, PipeLine, RePlay

1300 S.W. Sixth Avenue, Suite 310
Portland, Oregon 97201-3464
U.S.A.
Telephone 503/223-1157
Facsimile 503/223-4530

This drawing reveals the copyrighted intellectual property of Columbia Cascade Company. Not for use by others without our express, written authorization.

WWW.TIMBERFORM.COM

Title: CLASSIC TIMBERFORM
MODEL NO. 4500-304
LOG SCRAMBLE

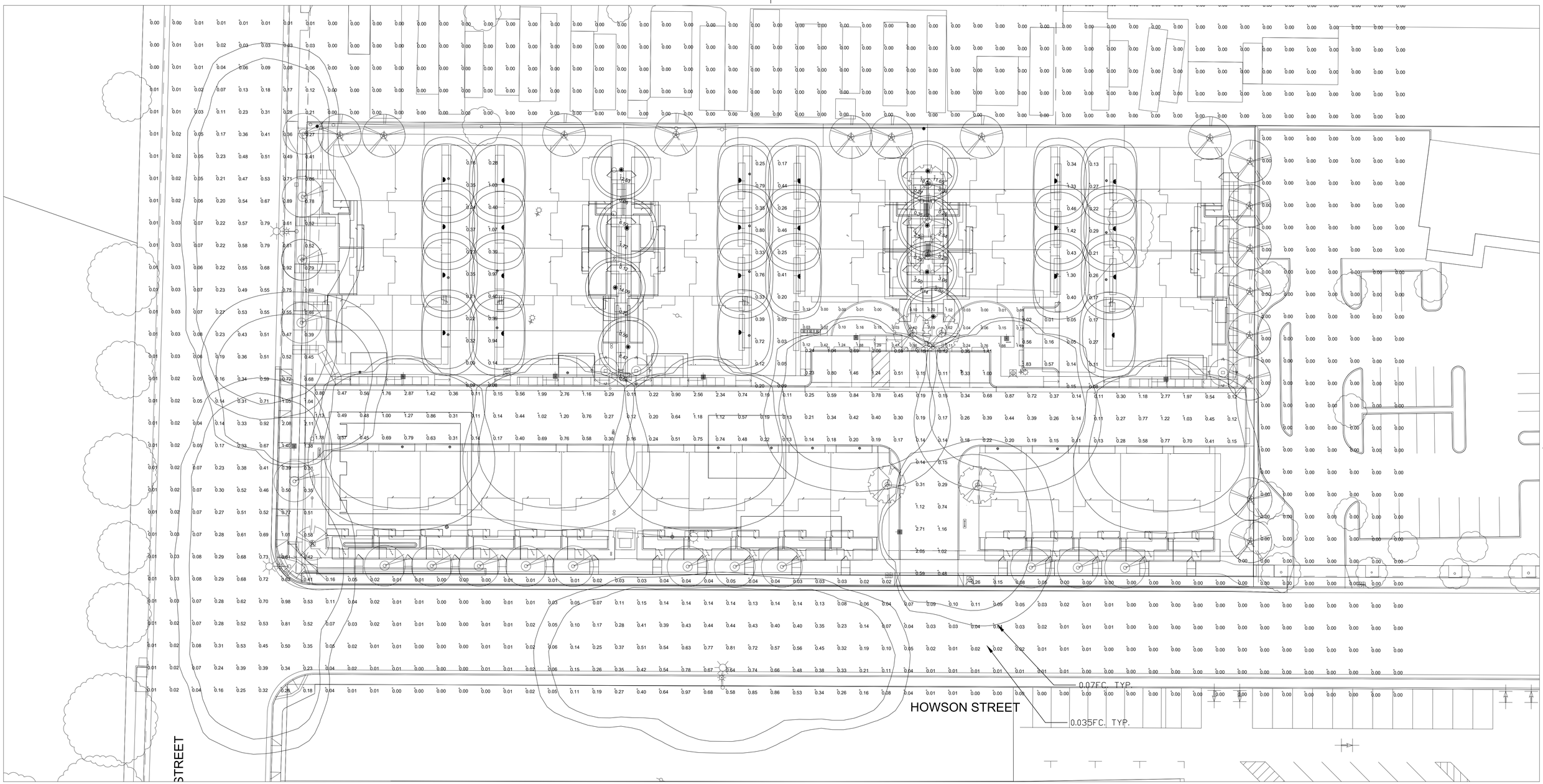
Scale: NOTED
Drawn by: DGR 03-30-18
Check by: CL 03-30-18
Drawing No: W-4500-304
Sheet: 1 of 1

Play Feature

General Notes and Legends

LAND CONCERN
LANDSCAPE ARCHITECTURE
1750 E DEERE AVE, SANTA ANA, CA 92705
O 949.250.4822 www.landconcern.com

95 HOWSON
GILROY, CA



Luminaire Schedule - LED								
Project: 95 HOWSON ST - GILROY								
Symbol	Qty	Label	Arrangement	LLF	Luminaire Lumens	Luminaire Watts	Description	Filename
	8	AA	Single	0.900	1280	19.8	BEGA 99 862	99862_BEGA_IES.ies
	8	BB	Single	0.900	2050	17	BEGA 84 252K4 - 18' POLE	84252K4_BEGA_IES.ies
	3	EX35	Single	0.900	3629	35	EXISTING LEOTEK GC1-20F-MV-NW-2-GY-530 @ 25' + 2' ARM	GC1-20F-MV-NW-2-GY-530 S.ies
	22	WP	Single	0.900	459	8	BEGA 24 372K4 @ 8'	24372_BEGA_IES.ies

Calculation Summary							
Project: 95 HOWSON ST - GILROY							
Description	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
ALLEY DRIVES	Illuminance	Fc	0.38	1.83	0.01	38.00	183.00
DRIVES	Illuminance	Fc	0.64	2.87	0.11	5.82	26.09
PASEOS	Illuminance	Fc	3.41	14.09	0.06	56.83	234.83
SMALL PARK	Illuminance	Fc	0.73	7.19	0.00	N.A.	N.A.

ALL VALUES SHOWN ARE MAINTAINED HORIZONTAL FOOTCANDLES AT GRADE

PHOTOMETRIC DATA USED AS INPUT FOR THESE CALCULATIONS IS BASED ON ESTABLISHED IES PROCEDURES AND PUBLISHED LAMP, RATINGS, FIELD PERFORMANCE WILL DEPEND ON ACTUAL LAMP, BALLAST, ELECTRICAL, AND SITE CHARACTERISTICS.

Calculations have been performed according to IES standards and good practice. Some differences between measured values and calculated results may occur due to tolerances in calculation methods, testing procedures, component performance, measurement techniques and field conditions such as voltage and temperature variations. Input data used to generate the attached calculations such as room dimensions, reflectances, furniture and architectural elements significantly affect the lighting calculations. If the real environment conditions do not match the input data, differences will occur between measured values and calculated values.

Associated Lighting Representatives, Inc.

ASSOCIATED LIGHTING REPRESENTATIVES, INC
7777 PARDEE LANE
P.O. BOX 2265
OAKLAND, CA 94621
PHONE: (510) 638-0158 - FAX (510) 638-2908

REPORT FOR: GIACALONE DESIGN SERVICES
BY: APPLICATIONS ENGINEERING; RAMON ZAPATA
SALES REPRESENTATIVE: ALR; KRISTIAN REYES

AGI32 VERSION 21.2
AGI (C) 2024 LIGHTING ANALYSTS, INC.
10268 W. CENTENNIAL ROAD, SUITE 202
LITTLETON, CO 80127

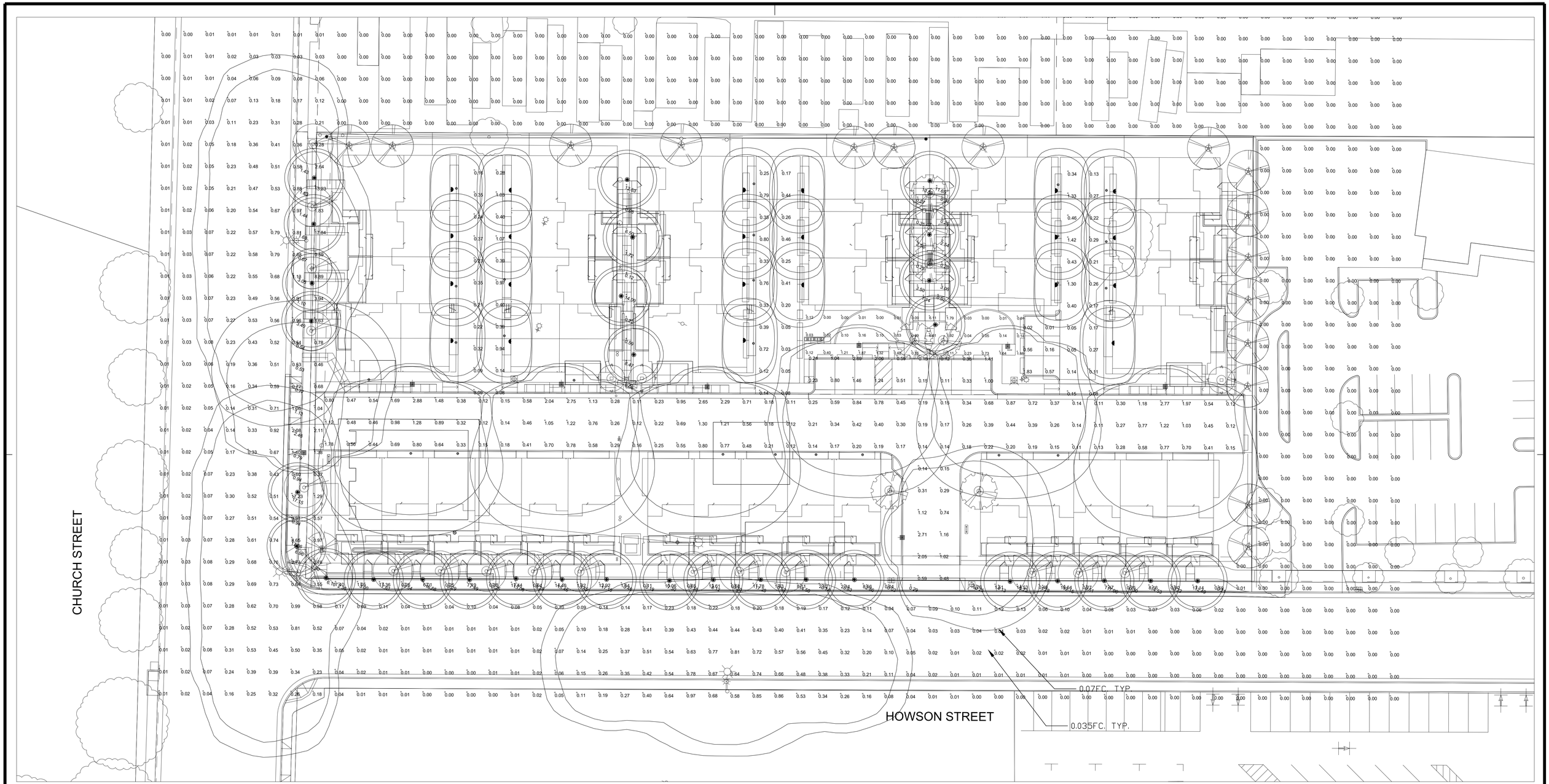
PROJECT DESCRIPTION

95 HOWSON ST
CITY OF GILROY

ALT #1

DRAWING NO. / INPUT FILE
22756REY-A-R1.DWG / 22756REY-A-R1.A32

SCALE	SHEET	DATE	REV
1" = 20'	1 OF 1	03.04.2025	1



Luminaire Schedule - LED								
Project: 95 HOWSON ST - GILROY								
Symbol	Qty	Label	Arrangement	LLF	Luminaire Lumens	Luminaire Watts	Description	Filename
	31	AA	Single	0.900	1280	19.8	BEGA 99 862	99862_BEGA_IES.ies
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	3	EX35	Single	0.900	3629	35	EXISTING LEOTEK GC1-20F-MV-NW-2-GY-530 @ 25' + 2' ARM	GC1-20F-MV-NW-2-GY-530 S.ies
	22	WP	Single	0.900	459	8	BEGA 24 372K4 @ 8'	24372_BEGA_IES.ies

Calculation Summary							
Project: 95 HOWSON ST - GILROY							
Description	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
ALLEY DRIVES	Illuminance	Fc	0.38	1.83	0.01	38.00	183.00
DRIVES	Illuminance	Fc	0.64	2.88	0.11	5.82	26.18
FRONTAGE SIDEWALKS	Illuminance	Fc	4.72	17.28	0.03	157.33	576.00
PASEOS	Illuminance	Fc	3.41	14.09	0.06	56.83	234.83
SMALL PARK	Illuminance	Fc	0.71	6.61	0.00	N.A.	N.A.

ALL VALUES SHOWN ARE MAINTAINED HORIZONTAL FOOTCANDLES AT GRADE

PHOTOMETRIC DATA USED AS INPUT FOR THESE CALCULATIONS IS BASED ON ESTABLISHED IES PROCEDURES AND PUBLISHED LAMP, RATINGS, FIELD PERFORMANCE WILL DEPEND ON ACTUAL LAMP, BALLAST, ELECTRICAL, AND SITE CHARACTERISTICS.

Calculations have been performed according to IES standards and good practice. Some differences between measured values and calculated results may occur due to tolerances in calculation methods, testing procedures, component performance, measurement techniques and field conditions such as voltage and temperature variations. Input data used to generate the attached calculations such as room dimensions, reflectances, furniture and architectural elements significantly affect the lighting calculations. If the real environment conditions do not match the input data, differences will occur between measured values and calculated values.

Associated Lighting Representatives, Inc.

ASSOCIATED LIGHTING REPRESENTATIVES, INC
7777 PARDEE LANE
P.O. BOX 2285
OAKLAND, CA 94621
PHONE: (510) 638-0158 - FAX (510) 638-2908

REPORT FOR: GIACALONE DESIGN SERVICES
BY: APPLICATIONS ENGINEERING; RAMON ZAPATA
SALES REPRESENTATIVE: ALR; KRISTIAN REYES

AGI32 VERSION 21.2
AGI (C) 2024 LIGHTING ANALYSTS, INC.
10268 W. CENTENNIAL ROAD, SUITE 202
LITTLETON, CO 80127

PROJECT DESCRIPTION

95 HOWSON ST
CITY OF GILROY

ALT #2

DRAWING NO. / INPUT FILE

22756REY-B-R1.DWG / 22756REY-B-R1.A32

SCALE	SHEET	DATE	REV
1" = 20'	1 OF 1	03.04.2025	1

Memorandum

Date: November 25, 2025

To: Vanessa Sanchez, City of Gilroy

From: Gicela Del Rio, T.E., Luis Descanzo

Subject: Trip Generation and Operations Analysis for the Proposed 95 Howson Residential Development in Gilroy, California

Hexagon Transportation Consultants, Inc. has completed a trip generation and operations analysis for the proposed residential development located at 95 Howson Street (APN 790-36-012) in Gilroy, California (see Figure 1). The project as proposed would develop an approximately 1.96-acre site with a new 42-unit townhouse development. All existing buildings, pavement, and trees on the site would be demolished. Vehicular access to the site would be provided via one driveway along Howson Street (see Figure 2). A secondary driveway along Church Street would be restricted for use by emergency vehicles and garbage trucks.

The project site is designated as Downtown Specific Plan Area in the City of Gilroy 2040 General Plan. The Zoning Map designation for the site is Downtown Gateway District/Specific Plan Area.

The methodology, results, and recommendations of the analysis are discussed below.

Scope of Study

The current General Plan, *Gilroy 2040 General Plan,* uses Level of Service (LOS) as its primary metric for the evaluation of the projected operation of the City's roadway system. Therefore, this traffic operations analysis, which includes a peak hour intersection level of service analysis, has been completed for conformance with the General Plan goals and policies. The traffic operations analysis supplements the California Environmental Quality Act (CEQA) required VMT analysis provided in a separate memorandum. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

The purpose of the trip generation and operations analysis is to evaluate the magnitude of traffic that would be added to the roadway system by the proposed project and its effect on the immediate roadway network. The analysis consists of an estimation of project trip generation and evaluation peak-hour intersection level of service at intersections in the immediate vicinity of the project site. A review of the project's site access per the proposed site plan also is included.

Study Intersections and Scenarios

Traffic conditions at the following study intersections were analyzed for the weekday AM and PM peak hours of traffic:

1. Church Street and Howson Street (*one-way stop control*)
2. Monterey Road and Howson Street (*two-way stop control*)
3. Church Street and Welburn Avenue (*signal*)

Figure 1
Site Location

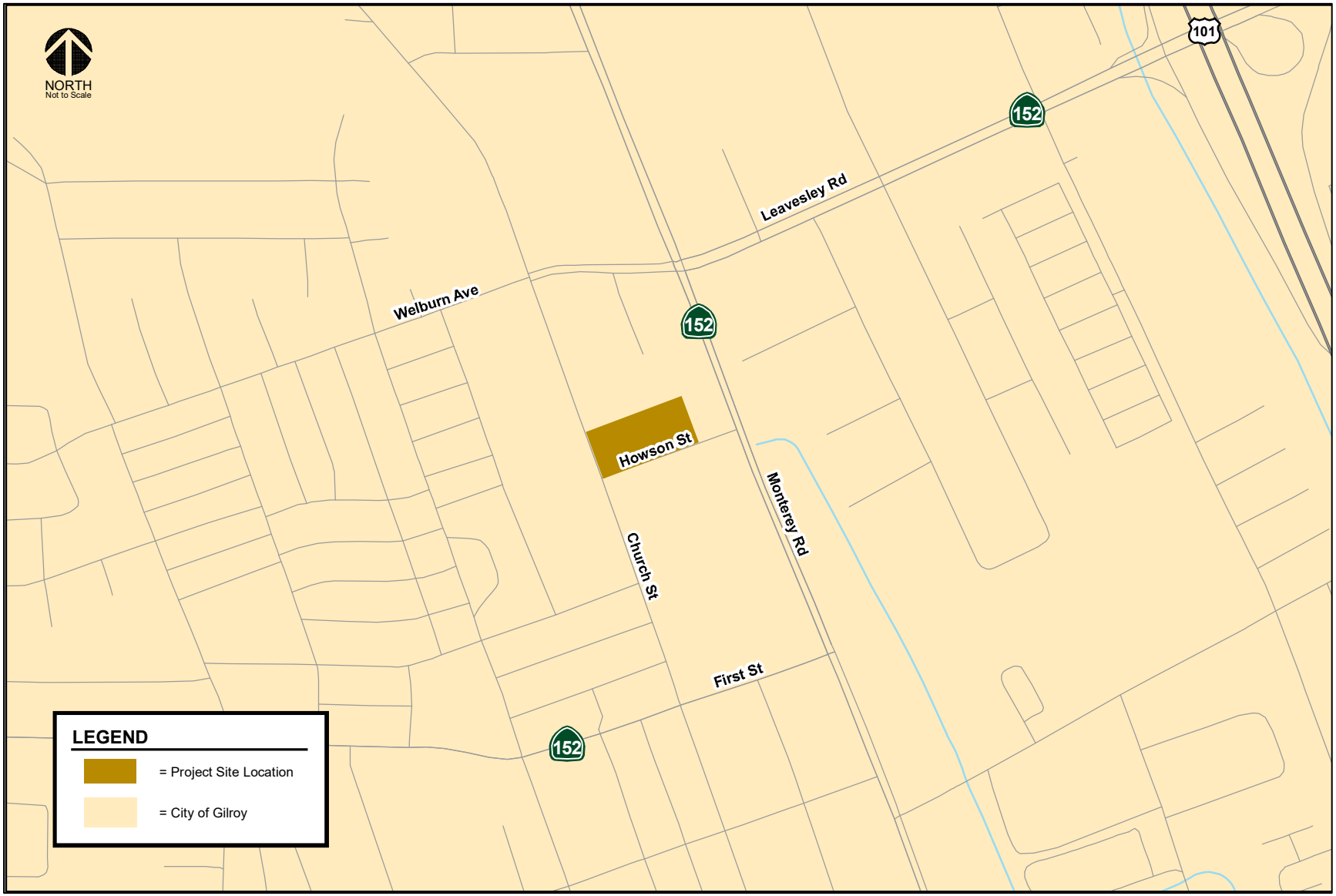
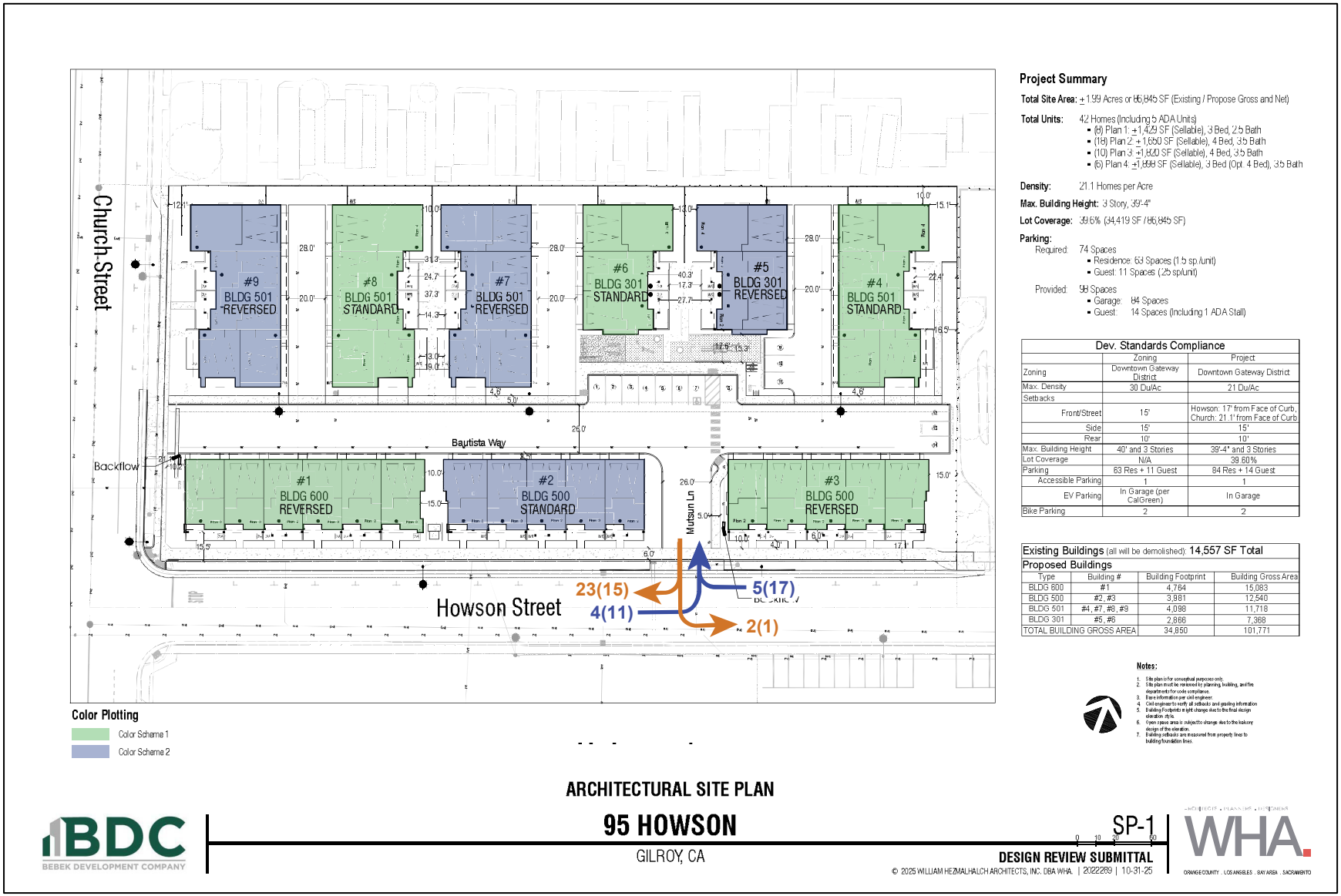


Figure 2
Site Plan and Project Trips at Site Access Points



Project Summary

Total Site Area: ±1.99 Acres or 86,845 SF (Existing / Propose Gross and Net)

Total Units: 42 Homes (Including 5 ADA Units)
- (8) Plan 1: ±1,429 SF (Sellable), 3 Bed, 2.5 Bath
- (18) Plan 2: ±1,650 SF (Sellable), 4 Bed, 3.5 Bath
- (10) Plan 3: ±1,800 SF (Sellable), 4 Bed, 3.5 Bath
- (6) Plan 4: ±1,898 SF (Sellable), 3 Bed (Opt. 4 Bed), 3.5 Bath

Density: 21.1 Homes per Acre

Max. Building Height: 3 Story, 39'-4"

Lot Coverage: 39.6% (34,419 SF / 86,845 SF)

Parking:
Required: 74 Spaces
- Residence: 63 Spaces (1.5 sp./unit)
- Guest: 11 Spaces (.25 sp/unit)

Provided: 98 Spaces
- Garage: 84 Spaces
- Guest: 14 Spaces (Including 1 ADA Stall)

Dev. Standards Compliance		
	Zoning	Project
Zoning	Downtown Gateway District	Downtown Gateway District
Max. Density	30 Du/Ac	21 Du/Ac
Setbacks		
Front/Street	15'	Howson: 17' from Face of Curb, Church: 21.1' from Face of Curb
Side	15'	15'
Rear	10'	10'
Max. Building Height	40' and 3 Stories	39'-4" and 3 Stories
Lot Coverage	N/A	39.60%
Parking	63 Res + 11 Guest	84 Res + 14 Guest
Accessible Parking	1	1
EV Parking	In Garage (per CalGreen)	In Garage
Bike Parking	2	2

Existing Buildings (all will be demolished): 14,557 SF Total

Proposed Buildings

Type	Building #	Building Footprint	Building Gross Area
BLDG 600	#1	4,764	15,083
BLDG 500	#2, #3	3,981	12,540
BLDG 501	#4, #7, #8, #9	4,098	11,718
BLDG 301	#5, #6	2,866	7,368
TOTAL BUILDING GROSS AREA		34,850	101,771

Notes:
1. Site plan is for conceptual purposes only.
2. Site plan must be reviewed by planning, building, and fire departments for code compliance.
3. Base information per civil engineer.
4. Civil engineer to verify all setbacks and grading information
5. Building Footprints might change due to the final design elevation style.
6. Open space area is subject to change due to the balcony design of the elevation.
7. Building setbacks are measured from property lines to building foundation lines.

Other intersections in the project area were not studied because the addition of project trips will be minimal, less than 10 peak hour trips per lane. The weekday AM peak hour of traffic generally falls within the 7:00 AM to 9:00 AM period and the weekday PM peak hour is typically in the 4:00 PM to 6:00 PM period. It is during these times that the most congested traffic conditions occur on a typical weekday. Traffic conditions were evaluated for the scenarios listed below.

Existing Conditions. Existing conditions represent the existing peak-hour traffic volumes on the existing roadway network. Existing traffic volumes at the study intersections consist of new traffic counts collected in June 2024.

Background Conditions. Background peak-hour traffic volumes were estimated by adding to existing volumes the estimated traffic from approved but not yet constructed developments. Approved project information was obtained from the City of Gilroy in June 2024.

Background Plus Project Conditions. The project trips, based on trip generation estimates, were added to background traffic volumes to obtain background plus project traffic volumes, or project conditions volumes.

Project Trip Generation Estimates and Assignment

Through empirical research, data have been collected that correlate to common land uses their propensity for producing traffic. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. Project trip estimates for the proposed project are based on trip generation rates obtained from the Institute of Transportation Engineers' (ITE's) *Trip Generation Manual*, Eleventh Edition, 2021.

Project traffic was estimated for the proposed 42 residential units, based on ITE trip generation rates for single-family detached housing (ITE land use code #210). Based on the recommended rates and the size of the proposed project, it is estimated that the proposed project would generate a total of 454 daily trips, with 34 trips (9 inbound and 25 outbound) occurring during the AM peak hour and 44 trips (28 inbound and 16 outbound) occurring during the PM peak hour.

The trip generation estimates for the proposed project are presented in Table 1.

Trip Distribution and Assignment

The directional distribution of project-generated traffic was estimated based on existing travel patterns on the surrounding roadway system and on the locations of complementary land uses. The peak-hour trips associated with the proposed project were added to the roadway network in accordance with the distribution patterns discussed above and based on their origin/destination, the existing/planned roadway network, site layout, and project driveway locations.

The project trip distribution patterns and the assignment of project traffic on the local transportation network are shown graphically on Figure 3.

Intersection Level of Service Analysis

Intersection Level of Service Methodologies, Standards, and Deficiency Thresholds

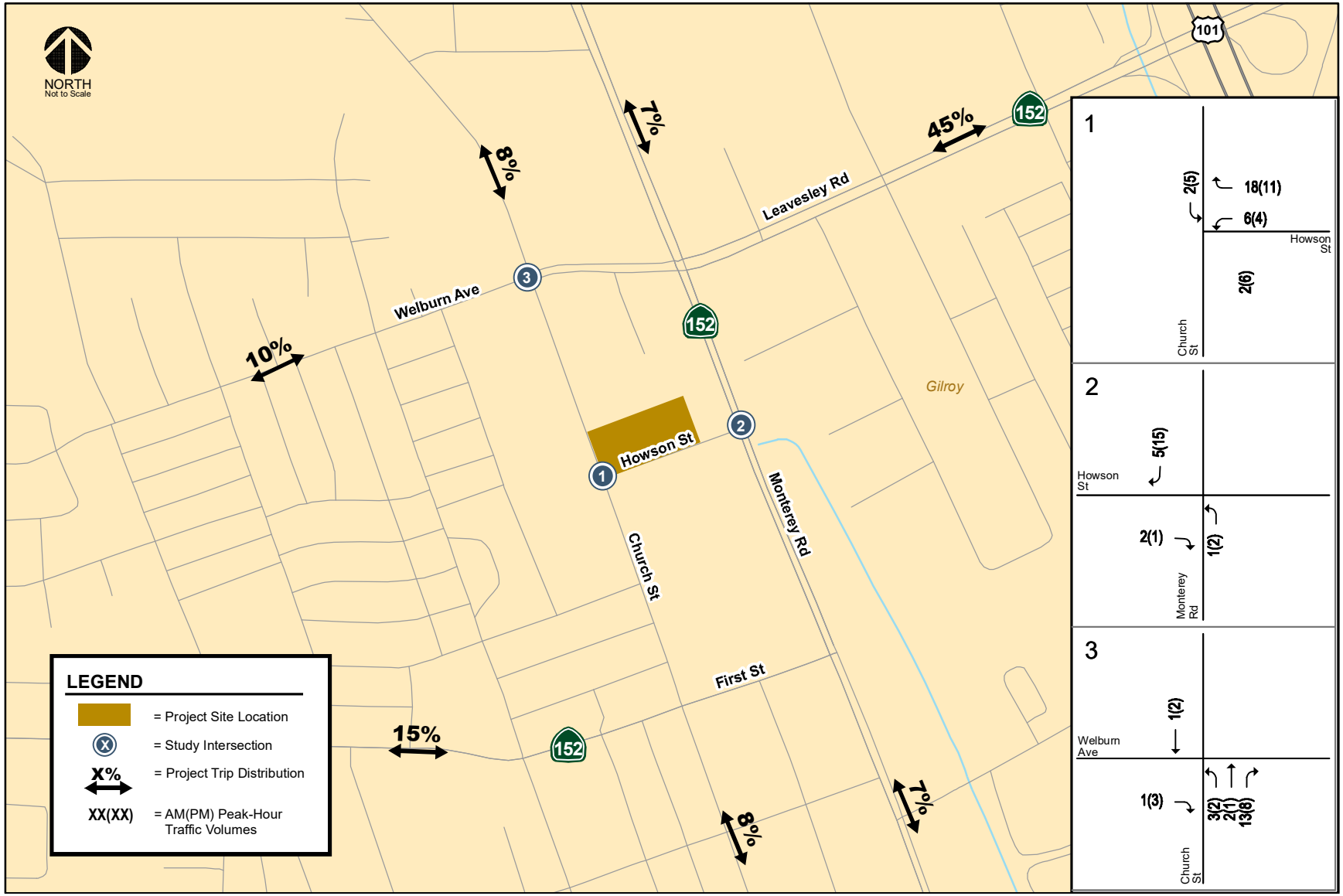
Traffic conditions at the study intersection were evaluated using level of service (LOS), following the City of Gilroy methodology and level of service standards.

Table 1
Project Trip Generation Estimates

				AM Peak Hour						PM Peak Hour					
		Daily			Split		Trip				Split		Trip		
Land Use	Size	Rate	Trip	Rate	In	Out	In	Out	Total	Rate	In	Out	In	Out	Total
#210 - Single-Family Detached Housing	**42** Dwelling Units	10.816	454	0.805	25%	75%	9	25	34	1.047	63%	37%	28	16	44

Source: ITE Trip Generation Manual, 11th Edition 2021.

Figure 3
Project Trip Distribution and Project Trip Assignment



The City of Gilroy 2040 General Plan, Mobility chapter, identifies the established level of service standards and deficiency thresholds for intersections in the City of Gilroy. The analysis methods, level of service standards, and deficiency thresholds are described below.

Signalized Intersection Analysis

The City of Gilroy uses the Santa Clara County CMP level of service analysis procedure, TRAFFIX, for the evaluation of signalized intersections, based on the *2000 Highway Capacity Manual* (2000 HCM) method. TRAFFIX evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. The correlation between average delay and level of service is shown in Table 2.

The City of Gilroy level of service standard for most signalized intersections located west of US 101 is LOS C or better, allowing some commercial and industrial areas (e.g., downtown Gilroy, First Street corridor) to operate at LOS D or better. For signalized intersections located east of US 101 and those in the commercial area designated in the City of Gilroy General Plan (LOS D Area), the City standard is LOS D or better. The level of service D area includes all areas east of US 101, the Tenth Street corridor from Monterey Road to US 101, the Luchessa corridor east of Monterey Road, and the Monterey Road corridor from Luchessa Avenue to the Monterey Road/US 101 interchange.

The signalized study intersection is located within the LOS C area, therefore, it was evaluated based on the City of Gilroy's LOS C standard.

City of Gilroy Definition of Operational Deficiencies at Signalized Intersections

Based on City of Gilroy intersection level of service standards, an operational deficiency at a signalized intersection would occur if any of the following criteria are satisfied:

LOS C Area

1. The level of service at the intersection degrades from an acceptable LOS C or better under background conditions to an unacceptable LOS D or worse under background plus project conditions, or
2. The intersection is already operating at an unacceptable LOS D or worse and the addition of project traffic causes the average delay to increase by four (4) seconds or more.

Unsignalized Intersection Analysis

For unsignalized intersections in the City of Gilroy, an assessment of traffic operations at the intersection is based on two methodologies: (1) peak-hour levels of service are calculated for the intersection and (2) an assessment is made of the need for signalization of the intersection based on traffic volume levels.

The methodology used to determine the level of service for unsignalized intersections is TRAFFIX and the Santa Clara County CMP adopted *2000 Highway Capacity Manual* methodology. This method is applicable for both two-way and all-way stop-controlled intersections.

For the purpose of reporting level of service for stop-controlled intersections, two levels of service are used. For all-way stop-controlled intersections, "overall intersection average" delay and corresponding level of service is used, which is a measure of the average delay incurred by all motorists at the intersection. For one- and two-way stop-controlled intersections, the delay and corresponding level of service for the "highest delay approach," which is a measure of the delay incurred by motorists only on the stop-controlled approach which is most impacted by traffic conditions at the intersection, is used.

Table 2
Signalized Intersection Level of Service Definition Based on Delay

Level of Service	Description	Average Control Delay per Vehicle (sec.)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	up to 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 80.0

Sources: Transportation Research Board, *2000 Highway Capacity Manual* (Santa Clara County and City of Gilroy adopted level of service methodology). *Traffic Level of Service Analysis Guidelines*, Santa Clara County Transportation Authority Congestion Management Program, June 2003.

The correlation between average control delay and level of service for unsignalized intersections is shown in Table 3.

The level of service analysis at unsignalized intersections is supplemented with an assessment of the need for signalization of the intersection. This assessment is made on the basis of signal warrant criteria adopted by Caltrans. For this study, the need for signalization is assessed on the basis of the operating conditions at the intersection (i.e., level of service) and on the peak-hour traffic signal warrant, warrant #3, described in the *California Manual on Uniform Traffic Control Devices for Streets and Highways (CA MUTCD)*, Part 4, Highway Traffic Signals, 2014. This method provides an indication of whether traffic conditions and peak-hour traffic levels are, or would be, sufficient to justify installation of a traffic signal.

The City of Gilroy level of service standard for unsignalized intersections is based on the intersection control type as follows:

- All-way stop-controlled intersections must operate with an overall intersection average delay of LOS C or better for those intersections located within the LOS C area (as defined previously) and LOS D or better for those intersections located within the LOS D area and/or the peak-hour traffic volume level at the intersection must fall below the threshold that would warrant installation of a traffic signal.
- One-way/two-way stop-controlled intersections must operate with average delays corresponding to LOS D or better for those intersections located within the LOS C area or LOS E or better for intersections located within the LOS D area on their stop-controlled approach with the highest

Table 3
Unsignalized Intersection Level of Service Definition Based on Control Delay

Level of Service	Description	Average Control Delay per Vehicle (sec.)
A	Operations with very low delays occurring with favorable progression.	up to 10.0
B	Operations with low delays occurring with good progression.	10.1 to 15.0
C	Operations with average delays resulting from fair progression.	15.1 to 25.0
D	Operation with longer delays due to a combination of unfavorable progression of high V/C ratios.	25.1 to 35.0
E	Operation with high delay values indicating poor progression and high V/C ratios. This is considered to be the limited of acceptable delay.	35.1 to 50.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation and poor progression.	Greater than 50.0

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Santa Clara County and City of Gilroy adopted level of service methodology).

delay and/or the peak-hour traffic volume level at the intersection must fall below the threshold that would warrant installation of a traffic signal.

The unsignalized study intersections consist of one-/two-way stop-controlled intersections located within the LOS C area. Therefore, the unsignalized study intersections have a level of service standard of D for the stop-controlled approach with the highest delay (one-way stop-controlled intersection).

City of Gilroy Definition of Operational Deficiencies at Unsignalized Intersections

Based on City of Gilroy intersection level of service standards, an operational deficiency at an unsignalized intersection would occur if any of the following criteria are satisfied:

One- and Two-Way Stop-Controlled Intersections:

LOS C Area

1. The worst-approach intersection delay degrades from an acceptable LOS D or better under background conditions to an unacceptable LOS E or F under background plus project conditions and the traffic volumes at the intersection satisfy the peak-hour volume traffic signal warrant adopted by Caltrans, or
2. The worst-approach intersection delay is already operating at an unacceptable LOS E/F and the addition of project traffic causes the average delay to increase by 4 seconds or more and the traffic volumes at the intersection satisfy the peak-hour volume traffic signal warrant adopted by Caltrans.

Intersection Level of Service Results

The results of the intersection level of service analysis show that all study intersections currently operate at an acceptable level of service under existing and background conditions, and the addition of project traffic would not result in the degradation of the study intersections' levels of service during the AM and PM peak hours under background plus project conditions. In addition, the unsignalized study intersections of Church Street/Howson Street and Monterey Road/Howson Street are projected to have traffic volumes that fall below the thresholds that warrant signalization under existing, background, and background plus project conditions.

Although operating conditions at all three of the study intersections are projected to be adequate, the LOS D operations at the Monterey Road and Howson Street intersection during the PM peak-hour are reflective of delays experienced by drivers on the controlled approach of the intersection (eastbound approach) making left-turns due to insufficient gaps in traffic flow along Monterey Road during the peak hours. Eastbound left-turns are inhibited given that there is no control of Monterey Road traffic flow.

Based on the results of the intersection level of service analysis, the project would not have an adverse effect on operations at any of the study intersections. The results of level of service analysis are summarized in Table 4.

Intersection Queueing Analysis

The analysis of intersection level of service was supplemented with an analysis of intersection operations for selected intersections where the project would add a significant number of left-turning vehicles. The operations analysis is based on vehicle queuing for high demand left-turn movements at intersections. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

$$P(x=n) = \frac{\lambda^n e^{-(\lambda)}}{n!}$$

Where:
P (x=n) = probability of "n" vehicles in queue per lane
n = number of vehicles in the queue per lane
λ = Average number of vehicles in the queue per lane (vehicles per hour per lane/signal cycles per hour)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for estimating future left-turn storage requirements at intersections. The 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Likewise, a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Therefore, left-turn storage pocket designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time. The 95th percentile queue length is also known as the "design queue length".

The vehicle queue estimates and a tabulated summary of the findings are provided in Table 5. The queueing analysis shows that all high-demand movements would continue to have sufficient queueing storage space with the addition of project traffic.

Table 4
Intersection Level of Service Summary

Study Int. Number	Intersection	Intersection Control	LOS Standard	Peak Hour	Count Date	Existing			Background			Background Plus Project			
						Delay	LOS	Warrant Met?[1]	Delay	LOS	Warrant Met?[1]	Delay	LOS	Delay Change[2]	Warrant Met?[1]
1	Church Street and Howson Street	OWSC (Worst Approach)	D	AM	06/04/24	11.7	B	No	11.8	B	No	11.8	B	+0.0	No
				PM	06/04/24	11.4	B	No	11.5	B	No	11.6	B	+0.1	No
2	Monterey Road and Howson Street	TWSC (Worst Approach)	D	AM	06/04/24	13.4	B	No	14.2	B	No	14.1	B	-0.1	No
				PM	06/04/24	23.3	C	No	29.1	D	No	29.0	D	-0.1	No
3	Church Street and Welburn Avenue	Signal	C	AM	06/04/24	29.9	C	--	30.1	C	--	30.2	C	+0.1	--
				PM	06/04/24	25.2	C	--	24.9	C	--	25.0	C	+0.1	--

Notes:
[1] Signal warrant analysis based on the Peak Hour Signal Warrant #3, Figure 4C Caltrans MUTCD, 2014. Signal warrant analysis is not applicable to signalized intersections.
[2] Change in delay, expressed in seconds, for background plus project conditions is measured relative to background conditions.

Table 5
Intersection Queueing Summary

Measurement	Church Street and Howson Street		Church Street and Welburn Avenue				Project Driveway and Howson Street	
	Southbound Left/Through		Westbound Left		Northbound Right		Eastbound Left/Through	
	SBL/T AM	SBL/T PM	WBL AM	WBL PM	NBR AM	NBR PM	EBL/T AM	EBL/T PM
Existing Conditions								
Cycle Length/Control Delay (sec)[1]	7.7	7.6	115	100	115	100		
Lanes	1	1	1	1	1	1		
Volume (vphpl)	295	294	51	76	90	57		
95th %. Queue (veh/ln.)	2	2	4	5	6	4		
95th %. Queue (ft./ln)[2]	50	50	100	125	150	100		
Storage (ft./ ln.)	70	70	150	150	175	175		
Adequate (Y/N)	YES	YES	YES	YES	YES	YES		
Background Conditions								
Cycle Length/Control Delay (sec)[1]	7.7	7.6	115	100	115	100		
Lanes	1	1	1	1	1	1		
Volume (vphpl)	299	298	52	77	91	58		
95th %. Queue (veh/ln.)	2	2	4	5	6	4		
95th %. Queue (ft./ln)[2]	50	50	100	125	150	100		
Storage (ft./ ln.)	70	70	150	150	175	175		
Adequate (Y/N)	YES	YES	YES	YES	YES	YES		
Background Plus Project								
Cycle Length/Control Delay (sec)[1]	7.8	7.6	115	100	115	100	7.3	7.4
Lanes	1	1	1	1	1	1	1	1
Volume (vphpl)	301	303	52	77	104	66	47	35
95th %. Queue (veh/ln.)	2	2	4	5	7	4	1	1
95th %. Queue (ft./ln)[2]	50	50	100	125	175	100	25	25
Storage (ft./ ln.)	70	70	150	150	175	175		
Adequate (Y/N)	YES	YES	YES	YES	YES	YES		

Notes:
Vehicle queue calculated using the Poisson probability distribution and 95-percent confidence level.
NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, R = Right, T = Through, L = Left.
[1] Vehicle queue calculations based on control delay for unsignalized intersections.
[2] Assumes 25 feet per vehicle in the queue.

Site Access

The evaluation of site access is based on the site plan prepared by WHA dated March 20, 2024. Site access was evaluated to determine the adequacy of the site's access points with regard to the following: traffic volume, geometric design, and sight distance. Site access was evaluated in accordance with generally accepted traffic engineering standards and transportation planning principles.

As shown on Figure 2, vehicular access to the project site would be provided via one full-access driveway along Howson Street (south project frontage), approximately 280 feet east of Church Street. A secondary driveway along Church Street would be restricted for use by emergency vehicles and garbage trucks. The Church Street driveway would be located approximately 60 feet north of Howson Street. Both access driveways are shown on the site plan to be 26 feet wide, providing adequate width for two-way circulation.

Driveway Operations

The City of Gilroy 2040 General Plan identifies Howson Street as a local roadway. Howson Street is an east/west two-lane undivided roadway without separate left-turn lanes and with on-street parking along both sides of the street. Howson Street extends between Church Street and Monterey Road and currently serves no more than 90 vehicles in both directions combined along the project site frontage during the peak hours.

The project trip estimates and assignment indicate a maximum of 11 PM peak-hour trips would make inbound left-turns from eastbound Howson Street into the project driveway. As shown in the queueing analysis, a queue length of no more than one vehicle is projected to occur at the project driveway in the eastbound direction during the peak hour as left-turning inbound vehicles wait for a gap in the westbound traffic flow. No standing queues are anticipated for westbound inbound traffic at the Howson Street driveway. The projected queue lengths at the Howson Street driveway would be minimal and would not inhibit access to surrounding properties or operations at the adjacent Church Street/Howson Street intersection. Therefore, operations at the Howson Street driveway would be adequate.

Sight Distance

Adequate sight distance should be provided at the project access points. Outbound traffic at the access points must be able to see opposing traffic in order to safely complete a turn out of the site.

The posted speed limit along Church Street is 30 mph. No speed limits are posted along Howson Street, however, it can be assumed that the speed limit along Howson Street is the same as the speed limit along Church Street. According to the Caltrans *Highway Design Manual*, the minimum required stopping sight distance for a roadway with a posted speed limit of 30 mph is 200 feet.

Both site access driveways are located along straight roadway. The Church Street driveway is located approximately 60 feet north of Howson Street and its line of sight extends beyond the required 200 feet to both the north and south if no vehicles are parked along the project frontage within a minimum of 50 feet (2 to 3 vehicles) of the driveway. Similarly, the available sight distance from the Howson Street driveway extends beyond 200 feet to the east and west if no vehicles are parked next to the driveway. Vehicles parked on the street next to the project site driveways would interfere with the line of sight from the driveway reducing the sight distance to less than the required distance.

The available sight distance is illustrated on Figure 4.

Figure 4
Available Sight Distance



Recommendation: It is recommended that a minimum of 50 feet (approximately 2-vehicle length) of red curb be provided along both sides of the project site driveways to avoid vehicles parking within the line of sight at the project driveways. No on-street parking should be allowed within a minimum of 20 feet from the beginning of curb return/end of curb return at the northeast corner of the Church Street/Howson Street intersection. Consequently, red curb should be provided along the entire segment from south of the Church Street driveway to the beginning of the curb return. Additionally, the design of the project site shall ensure that design features, such as the landscaping, signage, and other physical features, along the project site frontage and at the project site driveways, would not interfere with the sight distance at the proposed site driveways.

On-Site Circulation

The internal access roadway consists mainly of an east-west roadway that extends from the project driveway on Church Street to the east project site boundary where it terminates as a dead-end. A short north-south roadway segment connects the Howson Street driveway with the east-west street. The internal roadway is shown to be 26 feet wide, adequate width to provide two-way circulation.

Three dead-end drive aisles measuring 20 feet wide would provide access to the residential units located on the north side of the site while access to the units located along the southern project site frontage would be provided via the east-west access roadway. Typically, dead-end roadways are discouraged as vehicles must complete a U-turn to exit the drive aisle/roadway. However, in the case of roadways providing access to residential units, dead-ends are less problematic since vehicles entering the roadway are heading to a specific location/driveway where they will also turn around to exit the roadway. Dead-ends are shown to be no greater than 100 feet in length. Per City standards, turnarounds are not required when the street is less than 150 feet in length.

Therefore, the proposed internal road layout and dimensions would provide adequate on-site circulation and access to all residential units

Emergency Vehicle Access and Circulation

Project site driveways must be designed with adequate width to allow emergency vehicle access in and out of the site. Per City design guidelines, a fire access roadway greater than or equal to 20 feet in width is applicable to all commercial, industrial, and residential buildings. The fire access roadway should be provided within 150 feet of structures. All proposed roadways within the project site are proposed to be 20 to 26 feet wide, satisfying the minimum roadway width requirement for emergency vehicle access and circulation.

The nearest fire station to the project site is located at the intersection of Wren Avenue and Welburn Avenue (Las Animas Fire Station), less than a mile west of the project site. Based on the fire station location, fire trucks would most likely enter the site via Church Street.

A fire truck circulation plan was prepared as part of the site plan design. The fire truck circulation plan, shown in the Appendix, shows the travel path of a fire truck (City of Gilroy Aerial Fire Truck, approximately 40 feet long) circulating in and out of the project site via the Church Street and Howson Street project driveways.

The fire circulation plan indicates access in and out of the project site would be adequate via both proposed driveways, and a 40-foot fire truck would be able to circulate the entire site, including the 20-foot wide dead-end aisles. However, the fire circulation plan shows that a 40-foot fire truck would slightly encroach onto the curb when completing a 90-degree turn in and out of the 20-foot drive aisles. The fire circulation plan also shows the fire truck's wheel travel path encroaching into the entire width of the 26-foot street to be able to maneuver through the site. Thus, as shown on the plan, on-street

parking along all internal drive aisles will be prohibited via red curb to provide sufficient space for firetruck access at all times.

Ultimately, the Gilroy Fire Department will determine if adequate site access and on-site circulation is being provided for emergency vehicles.

Parking

According to City off-street parking standards, multiple-family residential developments are required to provide on-site vehicular parking at a rate of:

- 1.5 spaces for each 1- and 2-bedroom unit
- 2 spaces for each 3-bedroom (or greater) unit
- 1 space for every 4 units for guests

As proposed, the development would consist of 14 3-bedroom units and 28 4-bedroom units. Therefore, the proposed development would require 84 vehicular parking spaces for residents and 11 spaces for guests. Per the site plan, the project proposes a total of 84 on-site parking spaces for residents and 14 spaces for guests. Therefore, the project would exceed the minimum required parking spaces per City code.

Transit, Pedestrian, and Bicycle Facility Evaluation

Transit Facilities

The project site is served by VTA bus routes in the vicinity of the project site:

- Local Route 68 (Gilroy Transit Center to San Jose Diridon Transit Center) serves bus stops along Monterey Road south of Howson Street, less than 300 feet walking distance from the project site.
- Local Route 85 (Gilroy Transit Center to Saint Louise Hospital via West Gilroy) serves a westbound bus stop along Howson Street west of Monterey Road, less than 100 feet walking distance from the project site
- Express Route 121 (Gilroy Transit Center to Lockheed Martin**)** serves bus stops along Monterey Road south of Howson Street, less than 300 feet walking distance from the project site.
- Rapid Route 568 (Gilroy Transit Center to San Jose Diridon Transit Center) serves bus stops along Monterey Road south of Howson Street, less than 300 feet walking distance from the project site.

The transit ridership demands of the proposed project can be accommodated by the existing transit facilities.

Pedestrian Facilities

In the vicinity of the project site, there are existing sidewalks along all developed properties. Sidewalks along southbound Church Street are currently missing along the undeveloped parcel located west of the Church Street/Howson Street intersection but will be constructed with their development.

No crosswalks or ADA-compliant curb ramps are provided along any of the approaches at the Church Street/Howson Street intersection. At the intersection of Monterey Road/Howson Street, marked crosswalks with ADA-compliant curb ramps are provided along the west and south legs. The east-west crossing across Monterey Road is supplemented with a pedestrian hybrid beacon (HAWK beacon) which provides a protected crossing phase for pedestrians.

Project Improvements

The site plan indicates existing frontage sidewalks would be reconstructed. A new ADA-compliant curb ramp would be installed at the northeast corner of the Church Street/Howson Street intersection.

Recommendation: It is recommended that ADA-compliant curb ramps be installed at both corners of the Church Street/Howson Street intersection. Providing accessible curb ramps at both corners of the Church Street/Howson Street intersection, along with the proposed sidewalk improvements, would provide a network of accessible pedestrian pathways to/from the project site and surrounding land uses, including access to the surrounding commercial and medical uses, restaurants, nearby schools, and the marked crosswalk and bus stops along Monterey Road.

Bicycle Facilities

The project would be served directly by existing bike lanes along the Church Street frontage. Additionally, bike lanes are provided along Monterey Road. The demand generated by the proposed project could be accommodated by the existing bicycle facilities in the vicinity of the project site. Additionally, the project as proposed will not conflict with any existing or planned bicycle facilities.

95 Howson Residential Development

Technical Appendices

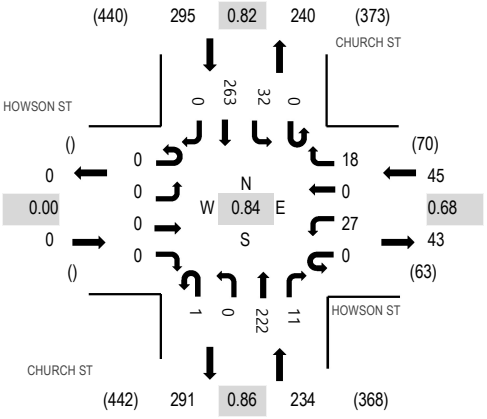
November 25, 2025

Appendix A
Traffic Counts

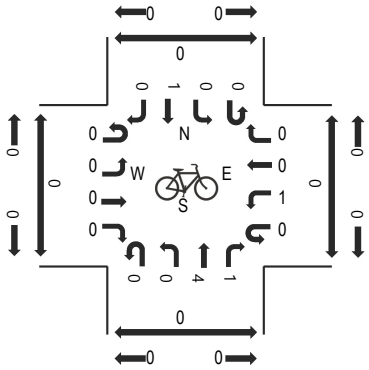
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 CHURCH ST & HOWSON ST AM
Date: Tuesday, June 4, 2024
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

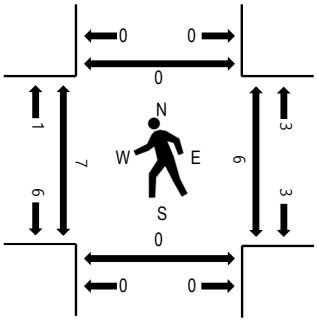
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	HOWSON ST Eastbound				HOWSON ST Westbound				CHURCH ST Northbound				CHURCH ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	4	0	3	0	0	31	2	0	2	20	0	62	398	2	2	0	1
7:15 AM	0	0	0	0	0	2	0	1	0	0	20	0	0	7	22	0	52	496	2	3	0	0
7:30 AM	0	0	0	0	0	3	0	4	0	0	47	3	0	6	51	0	114	574	1	2	0	0
7:45 AM	0	0	0	0	0	8	0	4	0	0	68	0	0	5	85	0	170	569	2	3	0	0
8:00 AM	0	0	0	0	0	9	0	9	1	0	63	4	0	6	68	0	160	480	3	1	0	0
8:15 AM	0	0	0	0	0	7	0	1	0	0	44	4	0	15	59	0	130		1	0	0	0
8:30 AM	0	0	0	0	0	10	0	1	0	0	46	4	0	3	45	0	109		1	1	0	0
8:45 AM	0	0	0	0	0	3	0	1	0	0	30	1	0	1	45	0	81		1	0	0	0

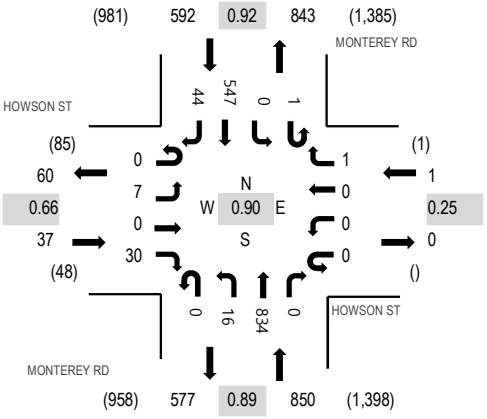
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	27	0	16	1	0	220	11	0	32	259	0	566
Mediums	0	0	0	0	0	0	0	2	0	0	2	0	0	0	4	0	8
Total	0	0	0	0	0	27	0	18	1	0	222	11	0	32	263	0	574

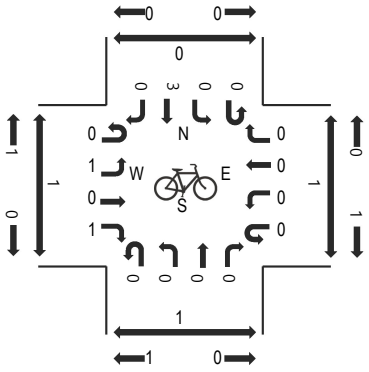
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 MONTEREY RD & HOWSON ST AM
Date: Tuesday, June 4, 2024
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

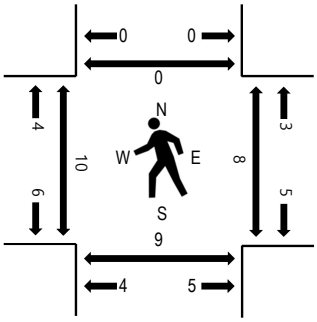
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	HOWSON ST Eastbound				HOWSON ST Westbound				MONTEREY RD Northbound				MONTEREY RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	1	0	0	0	0	0	0	0	3	97	0	0	0	57	4	162	1,064	1	1	1	0
7:15 AM	0	0	0	4	0	0	0	0	0	0	146	0	0	0	80	4	234	1,305	0	1	2	0
7:30 AM	0	3	0	7	0	0	0	1	0	0	162	0	1	0	109	8	291	1,480	1	1	1	0
7:45 AM	0	1	0	5	0	0	0	0	0	5	205	0	0	0	144	17	377	1,479	7	4	4	0
8:00 AM	0	2	0	5	0	0	0	0	0	6	231	0	0	0	147	12	403	1,364	1	2	2	0
8:15 AM	0	1	0	13	0	0	0	0	0	5	236	0	0	0	147	7	409		1	1	2	0
8:30 AM	0	2	0	2	0	0	0	0	0	7	164	0	0	0	110	5	290		0	3	2	0
8:45 AM	0	0	0	2	0	0	0	0	0	0	131	0	1	0	126	2	262		1	2	1	0

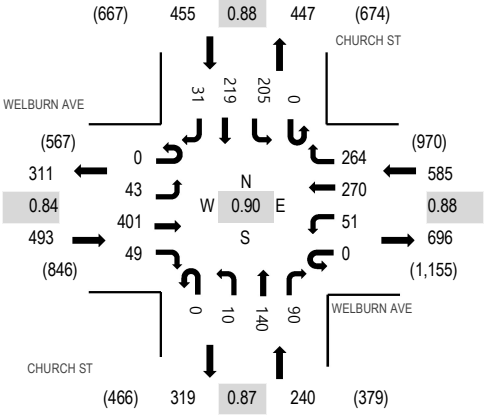
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	4	0	0	0	6	0	10
Lights	0	7	0	30	0	0	0	1	0	16	802	0	1	0	517	42	1,416
Mediums	0	0	0	0	0	0	0	0	0	0	28	0	0	0	24	2	54
Total	0	7	0	30	0	0	0	1	0	16	834	0	1	0	547	44	1,480

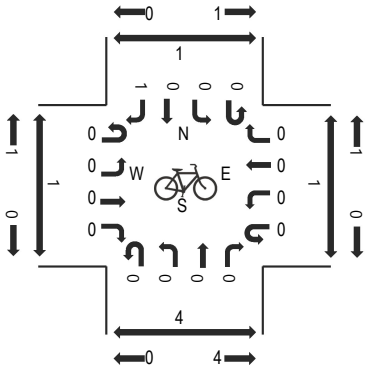
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 CHURCH ST & WELBURN AVE AM
Date: Tuesday, June 4, 2024
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

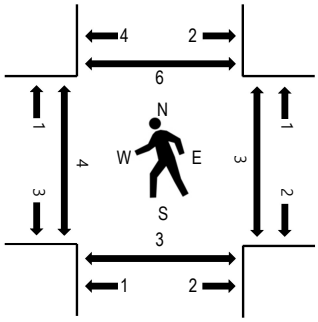
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WELBURN AVE Eastbound				WELBURN AVE Westbound				CHURCH ST Northbound				CHURCH ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	9	60	4	0	4	33	19	0	2	18	13	0	25	17	2	206	1,323	1	1	1	0
7:15 AM	0	8	80	9	0	6	44	24	0	1	13	11	0	29	19	4	248	1,590	1	2	0	0
7:30 AM	0	13	91	5	0	10	58	55	0	1	33	19	0	36	50	6	377	1,773	0	1	1	2
7:45 AM	0	7	106	18	0	20	69	78	0	4	36	25	0	58	60	11	492	1,716	1	1	1	3
8:00 AM	0	11	121	15	0	12	71	67	0	2	40	27	0	46	52	9	473	1,539	2	0	0	0
8:15 AM	0	12	83	11	0	9	72	64	0	3	31	19	0	65	57	5	431		1	1	1	1
8:30 AM	0	15	72	3	0	18	64	40	0	4	24	24	0	23	27	6	320		0	1	0	1
8:45 AM	0	12	76	5	0	14	82	37	0	3	8	18	0	28	21	11	315		1	0	3	1

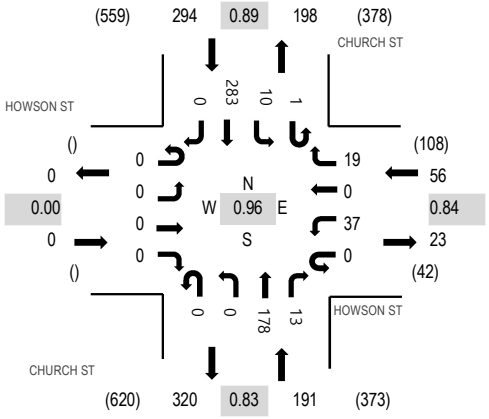
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Lights	0	41	396	49	0	48	263	260	0	10	138	90	0	201	217	30	1,743
Mediums	0	2	5	0	0	3	7	4	0	0	2	0	0	3	2	1	29
Total	0	43	401	49	0	51	270	264	0	10	140	90	0	205	219	31	1,773

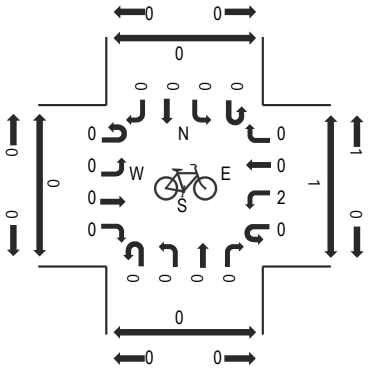
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 CHURCH ST & HOWSON ST PM
Date: Tuesday, June 4, 2024
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

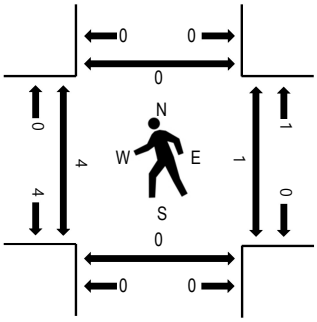
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	HOWSON ST Eastbound				HOWSON ST Westbound				CHURCH ST Northbound				CHURCH ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	13	0	4	0	0	50	1	0	3	72	0	143	530	1	2	0	0
4:15 PM	0	0	0	0	0	14	0	5	0	0	35	5	0	3	56	0	118	518	0	0	0	0
4:30 PM	0	0	0	0	0	9	0	3	0	0	34	2	1	3	79	0	131	541	1	0	0	0
4:45 PM	0	0	0	0	0	8	0	6	0	0	47	3	0	2	72	0	138	537	1	0	0	0
5:00 PM	0	0	0	0	0	13	0	6	0	0	41	4	0	3	64	0	131	510	0	1	0	0
5:15 PM	0	0	0	0	0	7	0	4	0	0	56	4	0	2	68	0	141		2	0	0	0
5:30 PM	0	0	0	0	0	11	0	1	0	0	42	2	0	0	71	0	127		0	0	0	0
5:45 PM	0	0	0	0	0	4	0	0	0	0	43	4	0	1	59	0	111		1	0	0	0

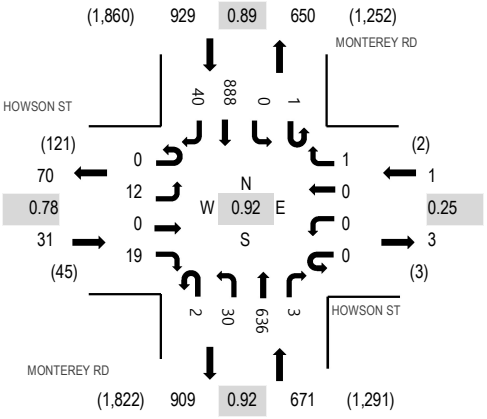
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	36	0	18	0	0	177	13	1	10	281	0	536
Mediums	0	0	0	0	0	1	0	1	0	0	1	0	0	0	2	0	5
Total	0	0	0	0	0	37	0	19	0	0	178	13	1	10	283	0	541

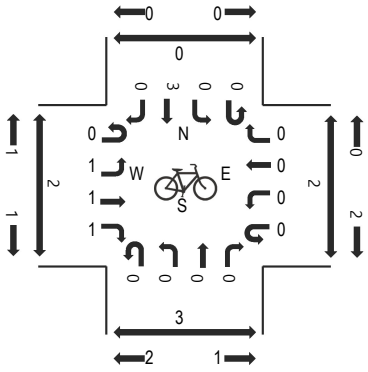
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 MONTEREY RD & HOWSON ST PM
Date: Tuesday, June 4, 2024
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

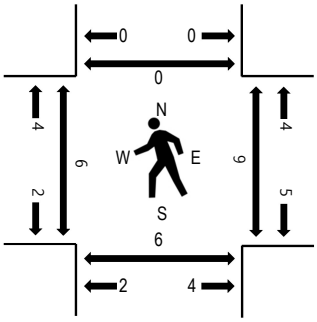
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	HOWSON ST Eastbound				HOWSON ST Westbound				MONTEREY RD Northbound				MONTEREY RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	5	0	5	0	0	0	0	1	10	170	1	0	0	240	10	442	1,632	1	0	1	0
4:15 PM	0	4	0	6	0	0	0	0	1	7	160	1	0	0	243	13	435	1,577	5	1	2	0
4:30 PM	0	1	0	5	0	0	0	1	0	5	147	1	1	0	207	9	377	1,585	0	5	2	0
4:45 PM	0	2	0	3	0	0	0	0	0	8	159	0	0	0	198	8	378	1,592	0	3	1	0
5:00 PM	0	0	0	5	0	0	0	0	0	7	148	0	0	0	217	10	387	1,566	0	0	0	0
5:15 PM	0	2	0	3	0	0	0	0	0	5	171	0	0	0	255	7	443		0	2	0	0
5:30 PM	0	1	0	3	0	0	0	1	0	6	140	0	0	0	226	7	384		0	1	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	4	139	0	0	0	204	5	352		2	0	0	0

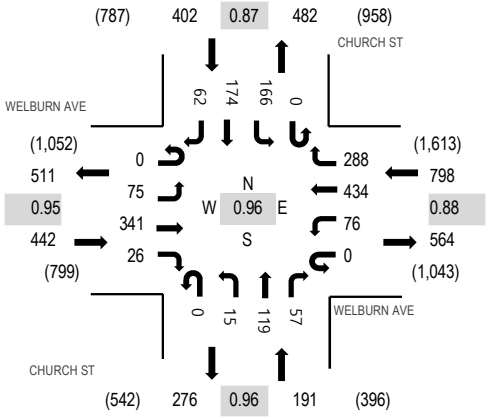
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Lights	0	11	0	18	0	0	0	1	2	30	618	3	1	0	865	36	1,585
Mediums	0	1	0	1	0	0	0	0	0	0	18	0	0	0	22	3	45
Total	0	12	0	19	0	0	0	1	2	30	636	3	1	0	888	40	1,632

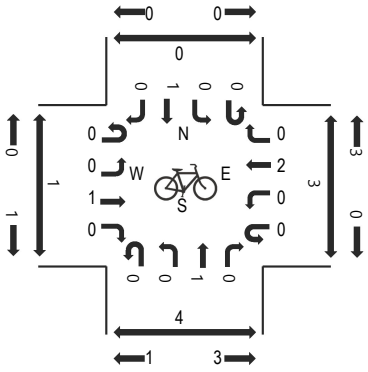
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 CHURCH ST & WELBURN AVE PM
Date: Tuesday, June 4, 2024
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

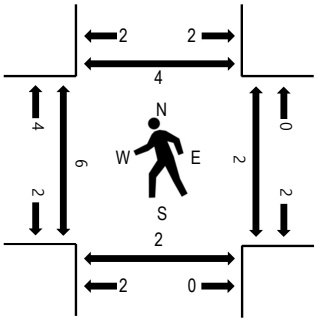
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WELBURN AVE Eastbound				WELBURN AVE Westbound				CHURCH ST Northbound				CHURCH ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	18	89	5	0	20	125	69	0	3	34	17	0	41	44	10	475	1,833	0	0	0	2
4:15 PM	0	25	87	4	0	20	106	76	0	3	32	10	0	44	45	26	478	1,820	0	1	1	1
4:30 PM	0	17	80	6	0	21	105	71	0	4	24	10	0	41	45	16	440	1,798	4	1	1	0
4:45 PM	0	15	85	11	0	15	98	72	0	5	29	20	0	40	40	10	440	1,788	2	0	0	1
5:00 PM	0	21	88	9	0	14	117	70	0	6	35	12	0	40	38	12	462	1,762	0	0	0	0
5:15 PM	0	9	53	9	0	21	135	75	0	2	44	9	0	45	41	13	456		0	1	0	2
5:30 PM	0	10	65	7	0	20	107	73	0	4	34	11	0	32	49	18	430		0	1	0	0
5:45 PM	0	13	68	5	0	15	111	57	0	3	35	10	0	46	38	13	414		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Lights	0	75	338	25	0	75	429	287	0	15	117	54	0	165	173	62	1,815
Mediums	0	0	3	1	0	1	5	1	0	0	2	2	0	1	1	0	17
Total	0	75	341	26	0	76	434	288	0	15	119	57	0	166	174	62	1,833

Appendix B
Approved Trips Inventory

Approved Development Projects

#	Project Name/Applicant	Project Location/Address	Project Description
	Single-Family Homes (Hillside)	In the vicinity of Mantelli Drive, north of Hecker Pass Road and west of Santa Teresa Boulevard	26 single-family hillside homes
	Eagle Ridge: Bellavista	Eagle Ridge Dr	16-lot single-family homes
	Eagle Garden LLC	First St and Santa Teresa Blvd	202 townhouses
	McCarthy Business Park (Wellington)	South side of Hwy. 152 East, east of Silacci Wy	145,715 sf Highway Commercial Shopping Center & 73.4 ac Industrial Park
	Glen Loma Ranch Specific Plan	Santa Teresa Blvd, between Third St and Thomas Rd	1,275 homes; 12,000 s.f. commercial, elementary school
	Hecker Pass Specific Plan	North and South of Hecker Pass Hwy, west of Santa Teresa Blvd	554 homes, 91.91 ksf agri-commercial, 3ksf convenience market, 29.19 ksf agriculture (72 units and commercial use remaining)
	Larson Steel	5747 Obata Way	10,500 s.f. industrial building with warehouse and steel fabrication shop
	Greenfield Drive Subdivision	Thomas Lane	14 lots development on 8 acres
	Gilroy Sports Park Complex (Phase 3)	Monterey Frontage Road, S. of West Luchessa Ave	Sports park with 7 multi-use ball fields, picnic areas, volley ball courts, bocce ball courts, skate facility, tot lot play area, bike/pedestrian trail, parking and offices
	Santa Teresa/152 Apartments	1520 Hecker Pass Highway (SW corner Hecker Pass at Santa Teresa)	100 affordable units
	Ohlone Garlic Center (Evergreen)	Northeast corner of Chestnut St and Tenth St	120 room hotel, gas station, car wash and 27ksf retail with drive-through restaurant uses
	The Cottages at Kern	9130 and 9160 Kern Avenue	29-lot subdivision
	TMP Royal way, LLC	Royal Way	45-unit townhomes
	Eagle Ridge (Canyon Estates)	Portrush Court, Southerland Court, Walton Heath Court	19 single-family homes
	John Parks	903 Holloway Road	25,345 s.f. industrial building
	Drew Walstrum	700 W 6th Street	19 single family residences
	Wyatt Lucas	850 Holloway Road	7,137 s.f. packaged snack food warehouse
	D&Z Design Associates, Inc.	305 Gurries Drive	4 two-story townhouses
	Jun Lee	951 Renz Lane	Two industrial buildings totaling 205,600 s.f.
	Santino Orozco	8820 Muraoka Drive	9,600 s.f. steel shop building with ancillary offices
	Gilroy Crossings Phase 2	6970 Camino Arroyo	Gas station with convenience store and car wash; 2,600 s.f. drive-thru restaurant; 112-room hotel; 88-room hotel; 80,000 s.f. medical facility; 15,000 s.f. industrial warehouse
	7888 Monterey Mixed-Use	7888 Monterey Rd	Mixed use 3-story bld. 2 commercial "live/work" units + 16 residential units, ground level parking
	Dutch Bros Coffee	303 E 10th Street	950 s.f. drive-through coffee shop
	SC Ventures LLC	1000 Gilman Road	Approximately 58k.s.f. ministorage facility
	Dennis Pauley	201, 221 Yamane Drive	163,400 s.f. industrial shell building
	Lon Davis	210 Las Animas Avenue	18,825 s.f. industrial building

Source: City of Gilroy Planning Department, June 2024

Appendix C
Volume Summary

Intersection Volumes
AM Peak Hour

Int.#[Model#](Traffix#) 1 0 990
Intersection Name: Church Street and Howson Street
Peak Hour: AM
Count Date: 06/04/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**263**	**32**	**18**	**0**	**27**	**11**	**222**	**0**	**0**	**0**	**0**	**573**
Approved Project Trips													
Traffix Approved	0	4	0	0	0	0	0	2	0	0	0	0	6
201 Yamane Drive Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0
1520 Hecker Pass Hwy Apts	0	0	0	0	0	0	0	0	0	0	0	0	0
Glen Loma	0	0	0	0	0	0	0	0	0	0	0	0	0
Hecker Pass	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved Project Trips	0	4	0	0	0	0	0	2	0	0	0	0	6
Background Conditions	**0**	**267**	**32**	**18**	**0**	**27**	**11**	**224**	**0**	**0**	**0**	**0**	**579**
Proposed Project Trips	0	0	2	18	0	6	2	0	0	0	0	0	28
Background Plus Project Conditions	**0**	**267**	**34**	**36**	**0**	**33**	**13**	**224**	**0**	**0**	**0**	**0**	**607**

Int.#[Model#](Traffix#) 2 0 991
Intersection Name: Monterey Road and Howson Street
Peak Hour: AM
Count Date: 06/04/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**44**	**547**	**1**	**1**	**0**	**0**	**0**	**834**	**16**	**30**	**0**	**7**	**1,480**
Approved Project Trips													
Traffix Approved	0	7	0	0	0	0	0	17	0	0	0	0	24
202 Yamane Drive Industrial	0	1	0	0	0	0	0	6	0	0	0	0	7
1520 Hecker Pass Hwy Apts	0	2	0	0	0	0	0	8	0	0	0	0	10
Glen Loma	0	22	0	0	0	0	0	29	0	0	0	0	51
Hecker Pass	0	16	0	0	0	0	0	16	0	0	0	0	32
Approved Project Trips	0	48	0	0	0	0	0	76	0	0	0	0	124
Background Conditions	**44**	**595**	**1**	**1**	**0**	**0**	**0**	**910**	**16**	**30**	**0**	**7**	**1,604**
Proposed Project Trips	5	0	0	0	0	0	0	0	1	2	0	0	8
Background Plus Project Conditions	**49**	**595**	**1**	**1**	**0**	**0**	**0**	**910**	**17**	**32**	**0**	**7**	**1,612**

Note: Volumes are shown in terms of passenger car equivalent (PCE) units.

Intersection Volumes
AM Peak Hour

Int.#[Model#](Traffix#) 3 0 10513
Intersection Name: Church Street and Welburn Avenue
Peak Hour: AM
Count Date: 06/04/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**31**	**219**	**205**	**264**	**270**	**51**	**90**	**140**	**10**	**49**	**401**	**43**	**1,773**
Approved Project Trips													
Traffix Approved	0	2	26	6	11	1	1	1	0	1	40	0	89
203 Yamane Drive Industrial	0	0	0	0	1	0	0	0	0	0	6	0	7
1520 Hecker Pass Hwy Apts	0	0	0	0	7	0	0	0	0	0	19	0	26
Glen Loma	0	0	0	0	0	0	0	0	0	0	0	0	0
Hecker Pass	0	0	0	0	2	0	0	0	0	0	2	0	4
Approved Project Trips	0	2	26	6	21	1	1	1	0	1	67	0	126
Background Conditions	**31**	**221**	**231**	**270**	**291**	**52**	**91**	**141**	**10**	**50**	**468**	**43**	**1,899**
Proposed Project Trips	0	1	0	0	0	0	13	2	3	1	0	0	20
Background Plus Project Conditions	**31**	**222**	**231**	**270**	**291**	**52**	**104**	**143**	**13**	**51**	**468**	**43**	**1,919**

Int.#[Model#](Traffix#) 4 0 992
Intersection Name: Church Street and (W) Driveway
Peak Hour: AM
Count Date: 06/04/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**295**	**0**	**0**	**0**	**0**	**0**	**240**	**0**	**0**	**0**	**0**	**535**
Approved Project Trips													
Traffix Approved	0	4	0	0	0	0	0	2	0	0	0	0	6
204 Yamane Drive Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0
1520 Hecker Pass Hwy Apts	0	0	0	0	0	0	0	0	0	0	0	0	0
Glen Loma	0	0	0	0	0	0	0	0	0	0	0	0	0
Hecker Pass	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved Project Trips	0	4	0	0	0	0	0	2	0	0	0	0	6
Background Conditions	**0**	**299**	**0**	**0**	**0**	**0**	**0**	**242**	**0**	**0**	**0**	**0**	**541**
Proposed Project Trips	0	2	0	0	0	0	0	18	0	0	0	0	20
Background Plus Project Conditions	**0**	**301**	**0**	**0**	**0**	**0**	**0**	**260**	**0**	**0**	**0**	**0**	**561**

Note: Volumes are shown in terms of passenger car equivalent (PCE) units.

Intersection Volumes
AM Peak Hour

Int.#[Model#](Traffix#) 5 0 993
Intersection Name: (S) Driveway and Howson Street
Peak Hour: AM
Count Date: 06/04/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**0**	**0**	**0**	**45**	**0**	**0**	**0**	**0**	**0**	**43**	**0**	**88**
Approved Project Trips													
Traffix Approved	0	0	0	0	0	0	0	0	0	0	0	0	0
205 Yamane Drive Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0
1520 Hecker Pass Hwy Apts	0	0	0	0	0	0	0	0	0	0	0	0	0
Glen Loma	0	0	0	0	0	0	0	0	0	0	0	0	0
Hecker Pass	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	**0**	**0**	**0**	**0**	**45**	**0**	**0**	**0**	**0**	**0**	**43**	**0**	**88**
Proposed Project Trips	23	0	2	5	0	0	0	0	0	0	0	4	34
Background Plus Project Conditions	**23**	**0**	**2**	**5**	**45**	**0**	**0**	**0**	**0**	**0**	**43**	**4**	**122**

Note: Volumes are shown in terms of passenger car equivalent (PCE) units.

Intersection Volumes
PM Peak Hour

Int.#[Model#](Traffix#) 1 0 990
Intersection Name: Church Street and Howson Street
Peak Hour: PM
Count Date: 06/04/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**283**	**11**	**19**	**0**	**37**	**13**	**178**	**0**	**0**	**0**	**0**	**541**
Approved Project Trips													
Traffix Approved	0	4	0	0	0	0	0	5	0	0	0	0	9
201 Yamane Drive Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0
1520 Hecker Pass Hwy Apts	0	0	0	0	0	0	0	0	0	0	0	0	0
Glen Loma	0	0	0	0	0	0	0	0	0	0	0	0	0
Hecker Pass	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved Project Trips	0	4	0	0	0	0	0	5	0	0	0	0	9
Background Conditions	**0**	**287**	**11**	**19**	**0**	**37**	**13**	**183**	**0**	**0**	**0**	**0**	**550**
Proposed Project Trips	0	0	5	11	0	4	6	0	0	0	0	0	26
Background Plus Project Conditions	**0**	**287**	**16**	**30**	**0**	**41**	**19**	**183**	**0**	**0**	**0**	**0**	**576**

Int.#[Model#](Traffix#) 2 0 991
Intersection Name: Monterey Road and Howson Street
Peak Hour: PM
Count Date: 06/04/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**40**	**888**	**1**	**1**	**0**	**0**	**3**	**636**	**32**	**19**	**0**	**12**	**1,632**
Approved Project Trips													
Traffix Approved	0	19	0	0	0	0	0	11	0	0	0	0	30
202 Yamane Drive Industrial	0	6	0	0	0	0	0	2	0	0	0	0	8
1520 Hecker Pass Hwy Apts	0	9	0	0	0	0	0	6	0	0	0	0	15
Glen Loma	0	52	0	0	0	0	0	42	0	0	0	0	94
Hecker Pass	0	30	0	0	0	0	0	33	0	0	0	0	63
Approved Project Trips	0	116	0	0	0	0	0	94	0	0	0	0	210
Background Conditions	**40**	**1,004**	**1**	**1**	**0**	**0**	**3**	**730**	**32**	**19**	**0**	**12**	**1,842**
Proposed Project Trips	15	0	0	0	0	0	0	0	2	1	0	0	18
Background Plus Project Conditions	**55**	**1,004**	**1**	**1**	**0**	**0**	**3**	**730**	**34**	**20**	**0**	**12**	**1,860**

Note: Volumes are shown in terms of passenger car equivalent (PCE) units.

Intersection Volumes
PM Peak Hour

Int.#[Model#](Traffix#) 3 0 10513
Intersection Name: Church Street and Welburn Avenue
Peak Hour: PM
Count Date: 06/04/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**62**	**174**	**166**	**288**	**434**	**76**	**57**	**119**	**15**	**26**	**341**	**75**	**1,833**
Approved Project Trips													
Traffix Approved	0	2	13	31	41	1	1	3	1	1	24	0	118
203 Yamane Drive Industrial	0	0	0	0	6	0	0	0	0	0	2	0	8
1520 Hecker Pass Hwy Apts	0	0	0	0	22	0	0	0	0	0	13	0	35
Glen Loma	0	0	0	0	0	0	0	0	0	0	0	0	0
Hecker Pass	0	0	0	0	3	0	0	0	0	0	3	0	6
Approved Project Trips	0	2	13	31	72	1	1	3	1	1	42	0	167
Background Conditions	**62**	**176**	**179**	**319**	**506**	**77**	**58**	**122**	**16**	**27**	**383**	**75**	**2,000**
Proposed Project Trips	0	2	0	0	0	0	8	1	2	3	0	0	16
Background Plus Project Conditions	**62**	**178**	**179**	**319**	**506**	**77**	**66**	**123**	**18**	**30**	**383**	**75**	**2,016**

Int.#[Model#](Traffix#) 4 0 992
Intersection Name: Church Street and (W) Driveway
Peak Hour: PM
Count Date: 06/04/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**294**	**0**	**0**	**0**	**0**	**0**	**197**	**0**	**0**	**0**	**0**	**491**
Approved Project Trips													
Traffix Approved	0	4	0	0	0	0	0	5	0	0	0	0	9
204 Yamane Drive Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0
1520 Hecker Pass Hwy Apts	0	0	0	0	0	0	0	0	0	0	0	0	0
Glen Loma	0	0	0	0	0	0	0	0	0	0	0	0	0
Hecker Pass	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved Project Trips	0	4	0	0	0	0	0	5	0	0	0	0	9
Background Conditions	**0**	**298**	**0**	**0**	**0**	**0**	**0**	**202**	**0**	**0**	**0**	**0**	**500**
Proposed Project Trips	0	5	0	0	0	0	0	11	0	0	0	0	16
Background Plus Project Conditions	**0**	**303**	**0**	**0**	**0**	**0**	**0**	**213**	**0**	**0**	**0**	**0**	**516**

Note: Volumes are shown in terms of passenger car equivalent (PCE) units.

Intersection Volumes
PM Peak Hour

Int.#[Model#](Traffix#) 5 0 993
Intersection Name: (S) Driveway and Howson Street
Peak Hour: PM
Count Date: 06/04/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**0**	**0**	**0**	**56**	**0**	**0**	**0**	**0**	**0**	**24**	**0**	**80**
Approved Project Trips													
Traffix Approved	0	0	0	0	0	0	0	0	0	0	0	0	0
205 Yamane Drive Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0
1520 Hecker Pass Hwy Apts	0	0	0	0	0	0	0	0	0	0	0	0	0
Glen Loma	0	0	0	0	0	0	0	0	0	0	0	0	0
Hecker Pass	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	**0**	**0**	**0**	**0**	**56**	**0**	**0**	**0**	**0**	**0**	**24**	**0**	**80**
Proposed Project Trips	15	0	1	17	0	0	0	0	0	0	0	11	44
Background Plus Project Conditions	**15**	**0**	**1**	**17**	**56**	**0**	**0**	**0**	**0**	**0**	**24**	**11**	**124**

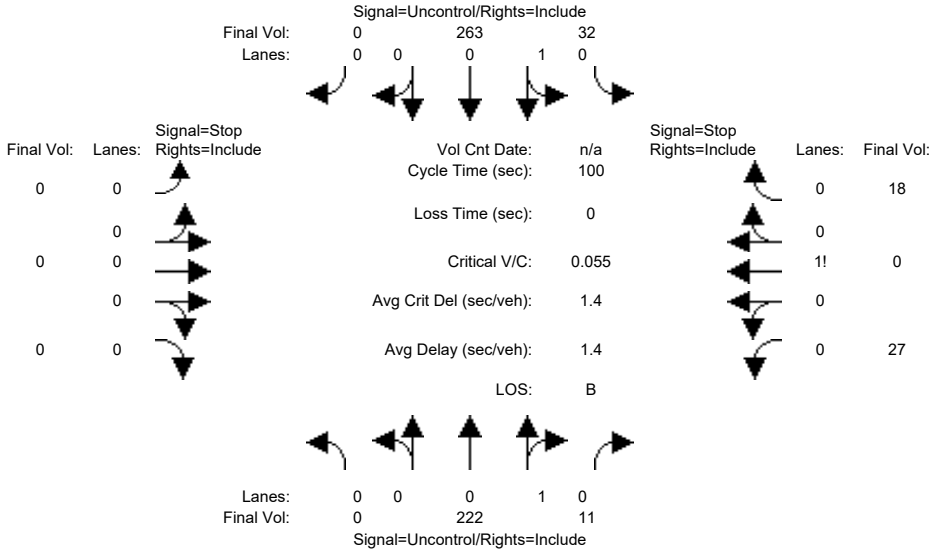
Note: Volumes are shown in terms of passenger car equivalent (PCE) units.

Appendix D
Intersection Level of Service Calculations

95 Howson Residential
Gilroy
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (AM)

Intersection #990: Church Street and Howson Street



Street Name:	Church Street						Howson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	222	11	32	263	0	0	0	0	27	0	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	222	11	32	263	0	0	0	0	27	0	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	222	11	32	263	0	0	0	0	27	0	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	222	11	32	263	0	0	0	0	27	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	222	11	32	263	0	0	0	0	27	0	18
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	233	xxxx	xxxxx	xxxx	xxxx	xxxxx	555	555	228
Potent Cap.:	xxxx	xxxx	xxxxx	1346	xxxx	xxxxx	xxxx	xxxx	xxxxx	497	443	817
Move Cap.:	xxxx	xxxx	xxxxx	1346	xxxx	xxxxx	xxxx	xxxx	xxxxx	487	432	817
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	581	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.7	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.7		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #990 Church Street and Howson Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Initial Vol:	0	222	11	32	263	0	0	0	0	27	0	18
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.7		

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=45]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=573]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #990 Church Street and Howson Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Initial Vol:	0	222	11	32	263	0	0	0	0	27	0	18

Major Street Volume: 528
Minor Approach Volume: 45
Minor Approach Volume Threshold: 390

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

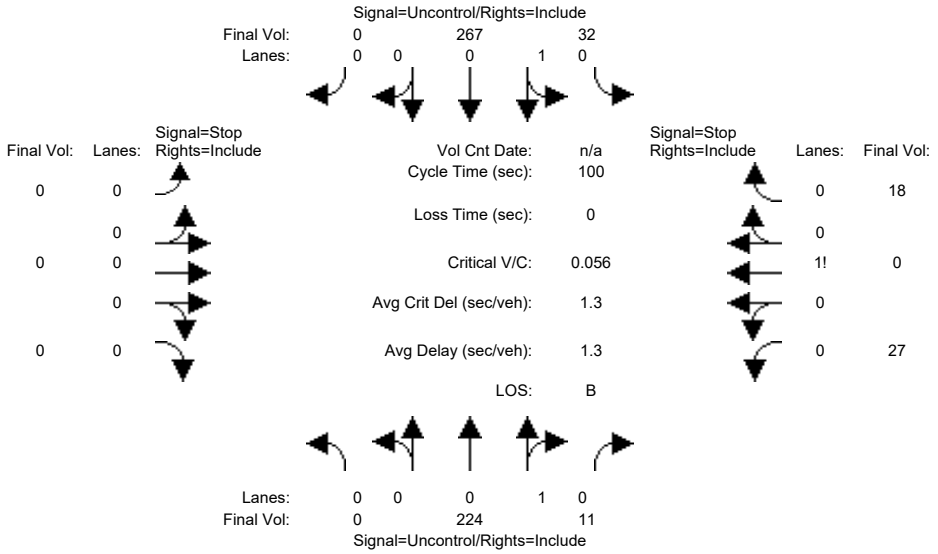
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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95 Howson Residential
Gilroy
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background (AM)

Intersection #990: Church Street and Howson Street



Street Name:	Church Street						Howson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	222	11	32	263	0	0	0	0	27	0	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	222	11	32	263	0	0	0	0	27	0	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	2	0	0	4	0	0	0	0	0	0	0
Initial Fut:	0	224	11	32	267	0	0	0	0	27	0	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	224	11	32	267	0	0	0	0	27	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	224	11	32	267	0	0	0	0	27	0	18
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	235	xxxx	xxxxx	xxxx	xxxx	xxxxx	561	561	230
Potent Cap.:	xxxx	xxxx	xxxxx	1344	xxxx	xxxxx	xxxx	xxxx	xxxxx	493	440	815
Move Cap.:	xxxx	xxxx	xxxxx	1344	xxxx	xxxxx	xxxx	xxxx	xxxxx	483	429	815
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	577	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.8	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.8		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #990 Church Street and Howson Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0	1	0	0 1 0	0	0	0 0 0	0	0	0 0 1!	0	0
Initial Vol:	0	224	11	32	267	0	0	0	0	27	0	18
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.8		

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=45]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=579]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #990 Church Street and Howson Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0	1	0	0 1 0	0	0	0 0 0	0	0	0 0 1!	0	0
Initial Vol:	0	224	11	32	267	0	0	0	0	27	0	18

Major Street Volume: 534
Minor Approach Volume: 45
Minor Approach Volume Threshold: 387

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

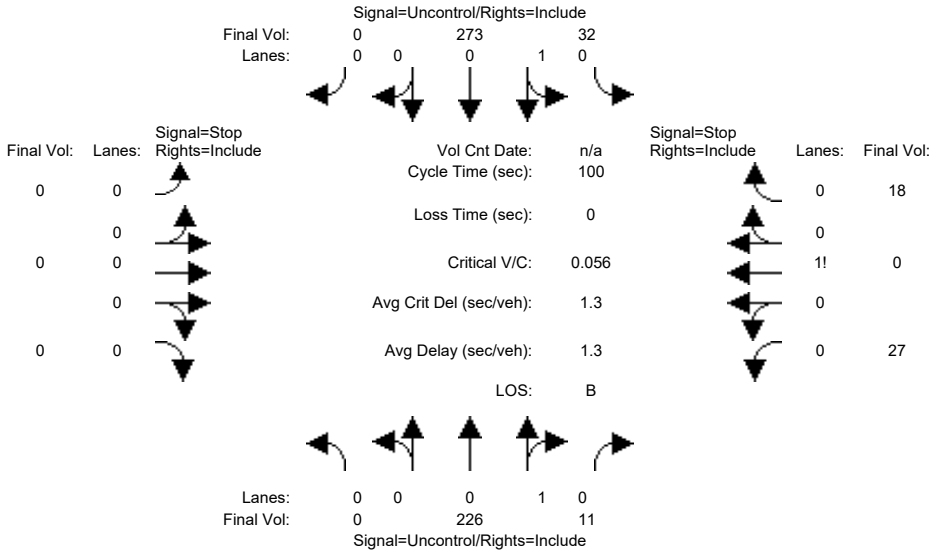
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Gilroy
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + P (AM)

Intersection #990: Church Street and Howson Street



Street Name:	Church Street						Howson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	222	11	32	263	0	0	0	0	27	0	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	222	11	32	263	0	0	0	0	27	0	18
Added Vol:	0	2	0	0	6	0	0	0	0	0	0	0
ATI:	0	2	0	0	4	0	0	0	0	0	0	0
Initial Fut:	0	226	11	32	273	0	0	0	0	27	0	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	226	11	32	273	0	0	0	0	27	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	226	11	32	273	0	0	0	0	27	0	18
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	237	xxxx	xxxxx	xxxx	xxxx	xxxxx	569	569	232
Potent Cap.:	xxxx	xxxx	xxxxx	1342	xxxx	xxxxx	xxxx	xxxx	xxxxx	487	435	813
Move Cap.:	xxxx	xxxx	xxxxx	1342	xxxx	xxxxx	xxxx	xxxx	xxxxx	478	424	813
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	573	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.8	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.8		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #990 Church Street and Howson Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0	1	0	0 1 0	0	0	0 0 0	0	0	0 0 1!	0	0
Initial Vol:	0	226	11	32	273	0	0	0	0	27	0	18
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.8		

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=45]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=587]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #990 Church Street and Howson Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0	1	0	0 1 0	0	0	0 0 0	0	0	0 0 1!	0	0
Initial Vol:	0	226	11	32	273	0	0	0	0	27	0	18

Major Street Volume: 542
Minor Approach Volume: 45
Minor Approach Volume Threshold: 383

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

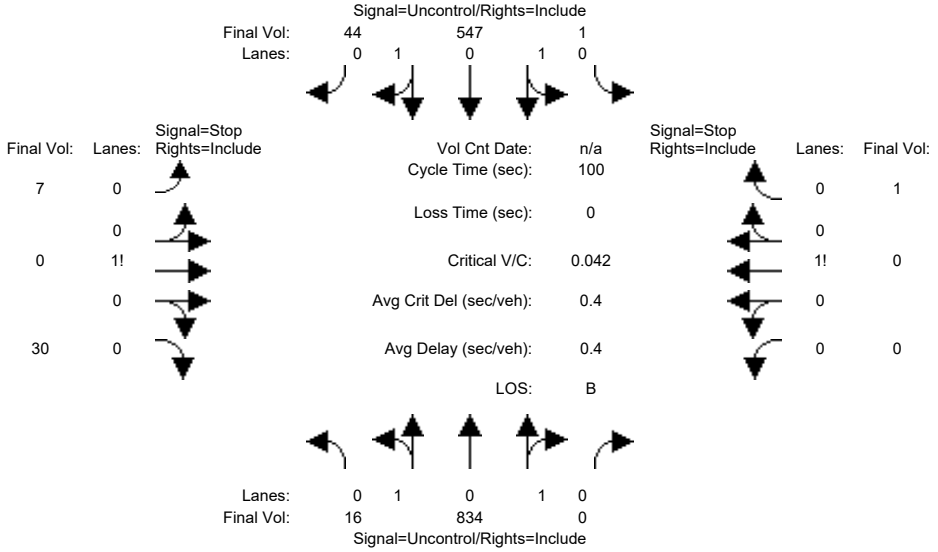
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95 Howson Residential
Gilroy
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (AM)

Intersection #991: Monterey Road and Howson Street



Street Name:	Monterey Road						Howson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	16	834	0	1	547	44	7	0	30	0	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	834	0	1	547	44	7	0	30	0	0	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	834	0	1	547	44	7	0	30	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	834	0	1	547	44	7	0	30	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	16	834	0	1	547	44	7	0	30	0	0	1
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	xxxxx	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	591	xxxx	xxxxx	834	xxxx	xxxxx	1020	1437	296	xxxx	xxxx	417
Potent Cap.:	995	xxxx	xxxxx	808	xxxx	xxxxx	194	135	707	xxxx	xxxx	590
Move Cap.:	995	xxxx	xxxxx	808	xxxx	xxxxx	191	132	707	xxxx	xxxx	590
Volume/Cap:	0.02	xxxx	xxxx	0.00	xxxx	xxxx	0.04	0.00	0.04	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	8.7	xxxx	xxxxx	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.1
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	468	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.7	xxxx	xxxxx	9.5	xxxx	xxxxx	xxxxx	13.4	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	A	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			13.4			11.1		
ApproachLOS:	*			*			B			B		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #991 Monterey Road and Howson Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1 0	1 0		0 1 0	1 0		0 0 1! 0	0		0 0 0	0 1	
Initial Vol:	16	834	0	1	547	44	7	0	30	0	0	1
ApproachDel:	xxxxxx			xxxxxx			13.4			11.1		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=37]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1480]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=1]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1480]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #991 Monterey Road and Howson Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1 0	1 0		0 1 0	1 0		0 0 1! 0	0		0 0 0	0 1	
Initial Vol:	16	834	0	1	547	44	7	0	30	0	0	1

Major Street Volume: 1442
Minor Approach Volume: 37
Minor Approach Volume Threshold: 159

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

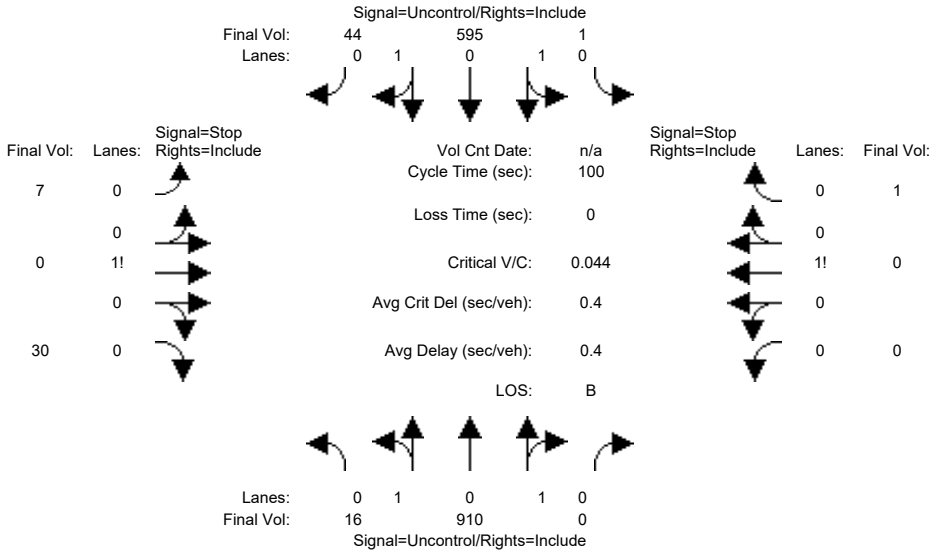
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95 Howson Residential
Gilroy
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background (AM)

Intersection #991: Monterey Road and Howson Street



Street Name:	Monterey Road						Howson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	16	834	0	1	547	44	7	0	30	0	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	834	0	1	547	44	7	0	30	0	0	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	76	0	0	48	0	0	0	0	0	0	0
Initial Fut:	16	910	0	1	595	44	7	0	30	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	910	0	1	595	44	7	0	30	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	16	910	0	1	595	44	7	0	30	0	0	1
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	xxxxx	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	639	xxxx	xxxxx	910	xxxx	xxxxx	1106	1561	320	xxxx	xxxx	455
Potent Cap.:	955	xxxx	xxxxx	757	xxxx	xxxxx	168	113	682	xxxx	xxxx	558
Move Cap.:	955	xxxx	xxxxx	757	xxxx	xxxxx	165	111	682	xxxx	xxxx	558
Volume/Cap:	0.02	xxxx	xxxx	0.00	xxxx	xxxx	0.04	0.00	0.04	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	8.8	xxxx	xxxxx	9.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.5
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	B
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	428	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.8	xxxx	xxxxx	9.8	xxxx	xxxxx	xxxxx	14.2	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	A	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.2			11.5		
ApproachLOS:	*			*			B			B		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #991 Monterey Road and Howson Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1 0	1 0		0 1 0	1 0		0 0 1! 0	0		0 0 0 0		1
Initial Vol:	16	910	0	1	595	44	7	0	30	0	0	1
ApproachDel:	xxxxxx			xxxxxx			14.2			11.5		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=37]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1604]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=1]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1604]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #991 Monterey Road and Howson Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1 0	1 0		0 1 0	1 0		0 0 1! 0	0		0 0 0 0		1
Initial Vol:	16	910	0	1	595	44	7	0	30	0	0	1

Major Street Volume: 1566
Minor Approach Volume: 37
Minor Approach Volume Threshold: 130

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

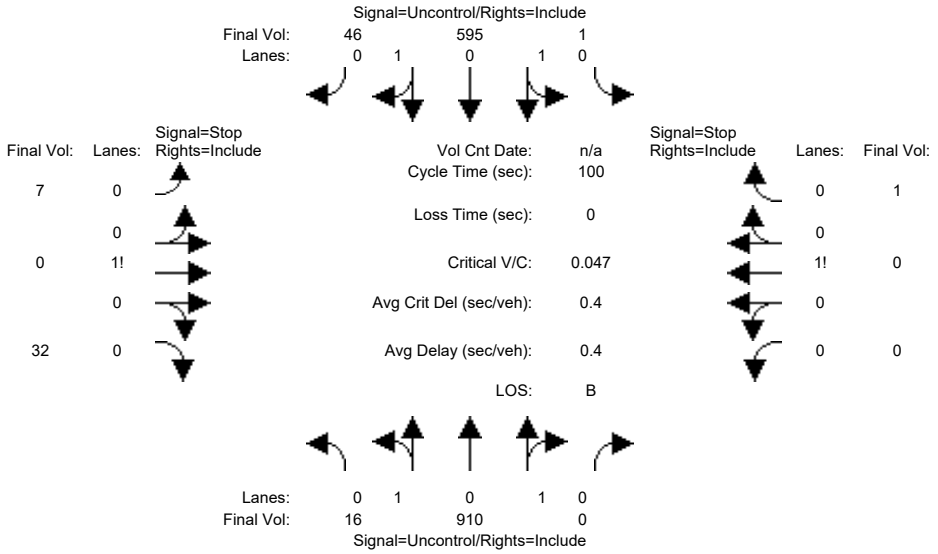
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Gilroy
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + P (AM)

Intersection #991: Monterey Road and Howson Street



Street Name:	Monterey Road						Howson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	16	834	0	1	547	44	7	0	30	0	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	834	0	1	547	44	7	0	30	0	0	1
Added Vol:	0	0	0	0	0	2	0	0	2	0	0	0
ATI:	0	76	0	0	48	0	0	0	0	0	0	0
Initial Fut:	16	910	0	1	595	46	7	0	32	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	910	0	1	595	46	7	0	32	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	16	910	0	1	595	46	7	0	32	0	0	1
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	xxxxx	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	641	xxxx	xxxxx	910	xxxx	xxxxx	1107	1562	321	xxxx	xxxx	455
Potent Cap.:	953	xxxx	xxxxx	757	xxxx	xxxxx	167	113	681	xxxx	xxxx	558
Move Cap.:	953	xxxx	xxxxx	757	xxxx	xxxxx	165	111	681	xxxx	xxxx	558
Volume/Cap:	0.02	xxxx	xxxx	0.00	xxxx	xxxx	0.04	0.00	0.05	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	8.8	xxxx	xxxxx	9.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.5
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	436	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.8	xxxx	xxxxx	9.8	xxxx	xxxxx	xxxxx	14.1	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	A	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.1			11.5		
ApproachLOS:	*			*			B			B		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #991 Monterey Road and Howson Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1 0	1 0		0 1 0	1 0		0 0 1! 0	0		0 0 0	0 1	
Initial Vol:	16	910	0	1	595	46	7	0	32	0	0	1
ApproachDel:	xxxxxx			xxxxxx			14.1			11.5		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=39]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1608]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=1]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1608]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #991 Monterey Road and Howson Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1 0	1 0		0 1 0	1 0		0 0 1! 0	0		0 0 0	0 1	
Initial Vol:	16	910	0	1	595	46	7	0	32	0	0	1

Major Street Volume: 1568
Minor Approach Volume: 39
Minor Approach Volume Threshold: 130

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

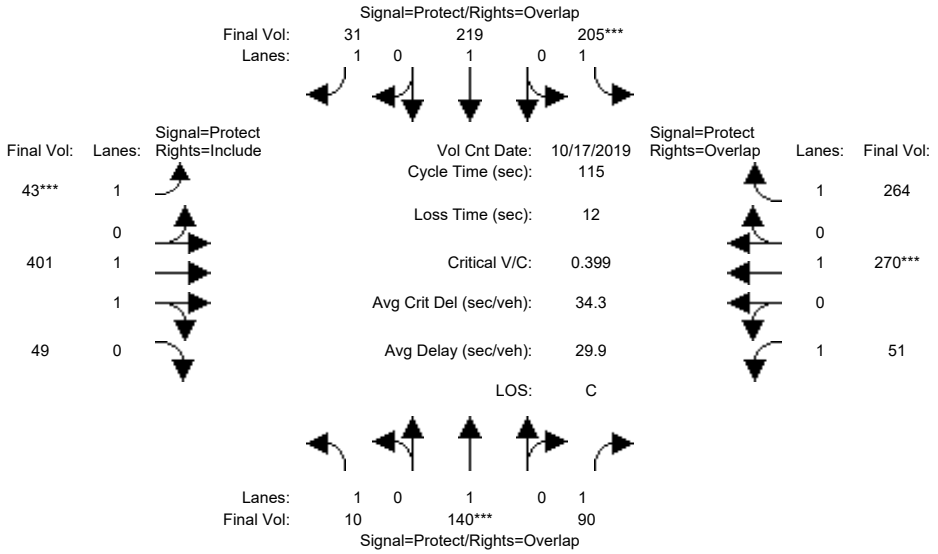
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #10513: Church Street and Welburn Avenue



Street Name:	Church Street						Welburn Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	10	140	90	205	219	31	43	401	49	51	270	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	140	90	205	219	31	43	401	49	51	270	264
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	140	90	205	219	31	43	401	49	51	270	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	140	90	205	219	31	43	401	49	51	270	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	140	90	205	219	31	43	401	49	51	270	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	140	90	205	219	31	43	401	49	51	270	264
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.78	0.22	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3297	403	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.05	0.12	0.12	0.02	0.02	0.12	0.12	0.03	0.14	0.15
Crit Moves:		****		****			****				****	
Green Time:	19.0	21.2	37.2	33.7	36.0	43.1	7.1	32.0	32.0	16.0	40.9	74.7
Volume/Cap:	0.03	0.40	0.16	0.40	0.37	0.05	0.40	0.44	0.44	0.21	0.40	0.23
Delay/Veh:	40.3	42.0	27.8	33.0	31.1	22.9	54.3	34.4	34.4	44.3	28.2	8.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.3	42.0	27.8	33.0	31.1	22.9	54.3	34.4	34.4	44.3	28.2	8.4
LOS by Move:	D	D	C	C	C	C	D	C	C	D	C	A
HCM2kAvgQ:	0	4	2	6	6	1	2	7	7	2	7	4

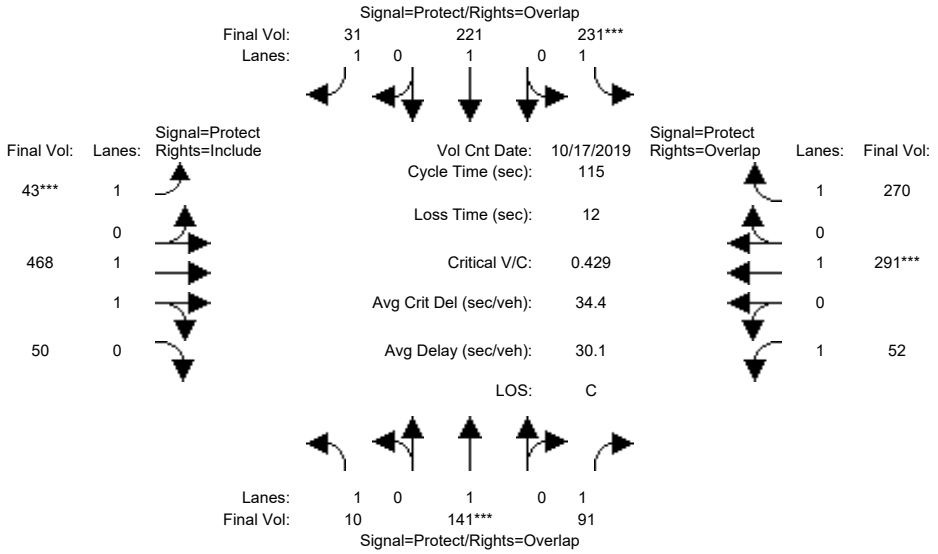
Note: Queue reported is the number of cars per lane.

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95 Howson Residential
Gilroy
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #10513: Church Street and Welburn Avenue



Street Name:	Church Street						Welburn Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	10	140	90	205	219	31	43	401	49	51	270	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	140	90	205	219	31	43	401	49	51	270	264
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	1	1	26	2	0	0	67	1	1	21	6
Initial Fut:	10	141	91	231	221	31	43	468	50	52	291	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	141	91	231	221	31	43	468	50	52	291	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	141	91	231	221	31	43	468	50	52	291	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	141	91	231	221	31	43	468	50	52	291	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.80	0.20	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3343	357	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.05	0.13	0.12	0.02	0.02	0.14	0.14	0.03	0.15	0.15
Crit Moves:		****		****			****				****	
Green Time:	18.9	19.8	34.3	35.3	36.2	43.2	7.0	33.4	33.4	14.5	40.9	76.2
Volume/Cap:	0.03	0.43	0.17	0.43	0.37	0.05	0.40	0.48	0.48	0.24	0.43	0.23
Delay/Veh:	40.4	43.5	30.0	32.4	31.0	22.9	54.5	34.0	34.0	45.8	28.6	7.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	43.5	30.0	32.4	31.0	22.9	54.5	34.0	34.0	45.8	28.6	7.9
LOS by Move:	D	D	C	C	C	C	D	C	C	D	C	A
HCM2kAvgQ:	0	4	2	7	6	1	2	8	8	2	7	4

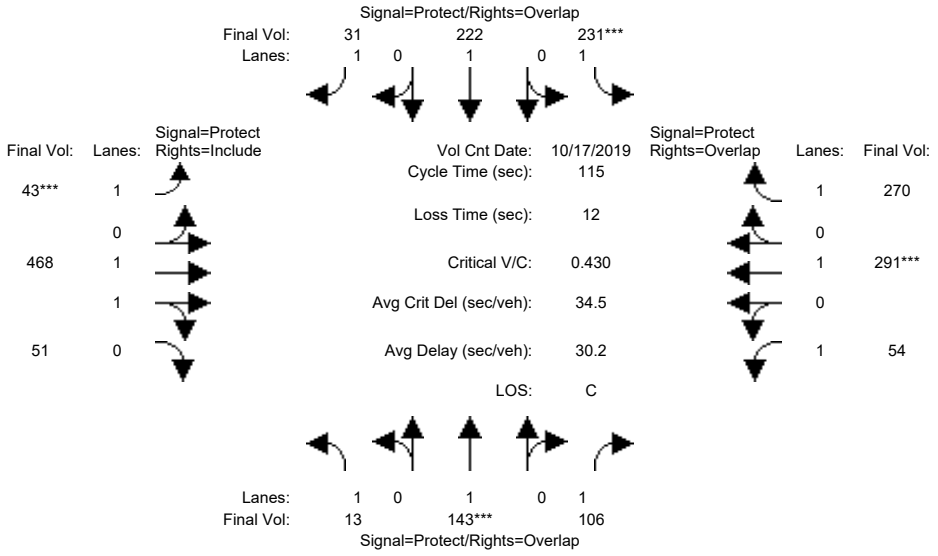
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (AM)

Intersection #10513: Church Street and Welburn Avenue



Street Name:	Church Street						Welburn Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	10	140	90	205	219	31	43	401	49	51	270	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	140	90	205	219	31	43	401	49	51	270	264
Added Vol:	3	2	15	0	1	0	0	0	1	2	0	0
ATI:	0	1	1	26	2	0	0	67	1	1	21	6
Initial Fut:	13	143	106	231	222	31	43	468	51	54	291	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	143	106	231	222	31	43	468	51	54	291	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	143	106	231	222	31	43	468	51	54	291	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	143	106	231	222	31	43	468	51	54	291	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.80	0.20	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3336	364	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.06	0.13	0.12	0.02	0.02	0.14	0.14	0.03	0.15	0.15
Crit Moves:		****		****			****				****	
Green Time:	18.9	20.0	34.5	35.2	36.3	43.3	7.0	33.3	33.3	14.5	40.8	76.0
Volume/Cap:	0.05	0.43	0.20	0.43	0.37	0.05	0.40	0.48	0.48	0.25	0.43	0.23
Delay/Veh:	40.5	43.3	30.2	32.5	30.9	22.8	54.5	34.1	34.1	45.9	28.7	7.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.5	43.3	30.2	32.5	30.9	22.8	54.5	34.1	34.1	45.9	28.7	7.9
LOS by Move:	D	D	C	C	C	C	D	C	C	D	C	A
HCM2kAvgQ:	0	4	3	7	6	1	2	8	8	2	7	4

Note: Queue reported is the number of cars per lane.

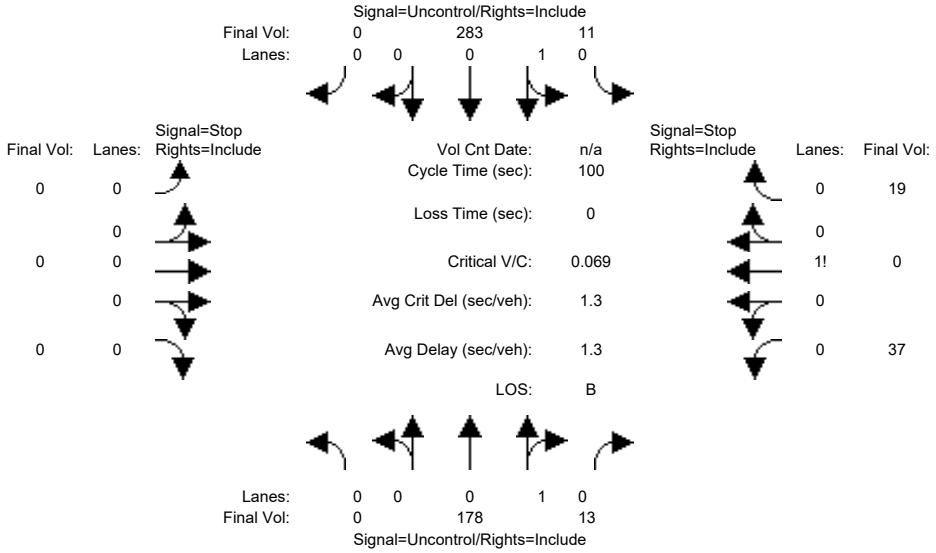
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Gilroy
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (PM)

Intersection #990: Church Street and Howson Street



Street Name:	Church Street						Howson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	178	13	11	283	0	0	0	0	37	0	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	178	13	11	283	0	0	0	0	37	0	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	178	13	11	283	0	0	0	0	37	0	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	178	13	11	283	0	0	0	0	37	0	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	178	13	11	283	0	0	0	0	37	0	19
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	191	xxxx	xxxxx	xxxx	xxxx	xxxxx	490	490	185
Potent Cap.:	xxxx	xxxx	xxxxx	1395	xxxx	xxxxx	xxxx	xxxx	xxxxx	541	482	863
Move Cap.:	xxxx	xxxx	xxxxx	1395	xxxx	xxxxx	xxxx	xxxx	xxxxx	538	478	863
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	617	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.4	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.4		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #990 Church Street and Howson Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  1  0    0  1  0  0  0    0  0  0  0  0    0  0  1! 0  0
Initial Vol:    0  178    13    11  283     0     0    0     0    37    0    19
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             11.4
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=56]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=541]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #990 Church Street and Howson Street
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  1  0    0  1  0  0  0    0  0  0  0  0    0  0  1! 0  0
Initial Vol:    0  178    13    11  283     0     0    0     0    37    0    19
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             485
Minor Approach Volume:           56
Minor Approach Volume Threshold: 412
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

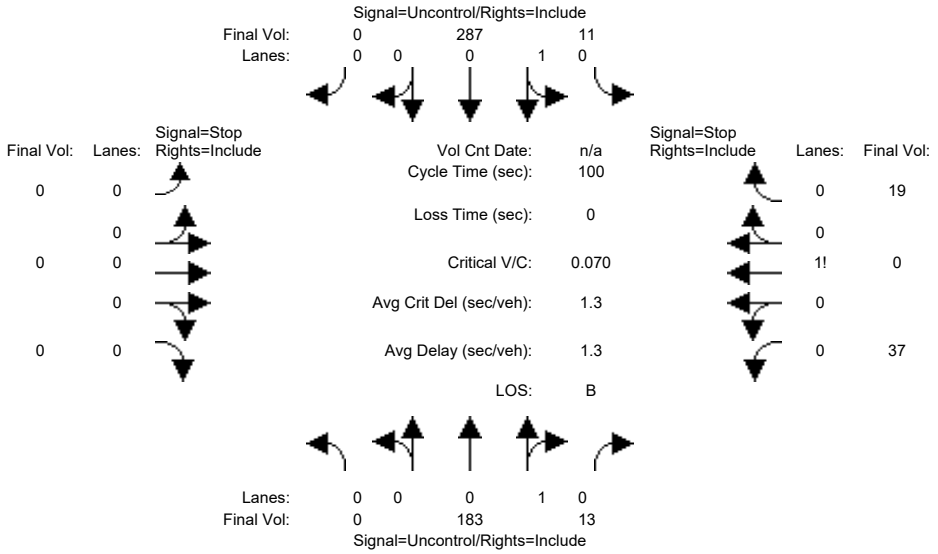
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background (PM)

Intersection #990: Church Street and Howson Street



Street Name:	Church Street						Howson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	178	13	11	283	0	0	0	0	37	0	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	178	13	11	283	0	0	0	0	37	0	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	5	0	0	4	0	0	0	0	0	0	0
Initial Fut:	0	183	13	11	287	0	0	0	0	37	0	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	183	13	11	287	0	0	0	0	37	0	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	183	13	11	287	0	0	0	0	37	0	19
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	196	xxxx	xxxxx	xxxx	xxxx	xxxxx	499	499	190
Potent Cap.:	xxxx	xxxx	xxxxx	1389	xxxx	xxxxx	xxxx	xxxx	xxxxx	535	477	857
Move Cap.:	xxxx	xxxx	xxxxx	1389	xxxx	xxxxx	xxxx	xxxx	xxxxx	532	473	857
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	610	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.5	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.5		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #990 Church Street and Howson Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  1  0    0  1  0  0  0    0  0  0  0  0    0  0  1! 0  0
Initial Vol:    0  183    13    11  287     0     0    0     0    37    0    19
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             11.5
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=56]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=550]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #990 Church Street and Howson Street
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  1  0    0  1  0  0  0    0  0  0  0  0    0  0  1! 0  0
Initial Vol:    0  183    13    11  287     0     0    0     0    37    0    19
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              494
Minor Approach Volume:            56
Minor Approach Volume Threshold: 407
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

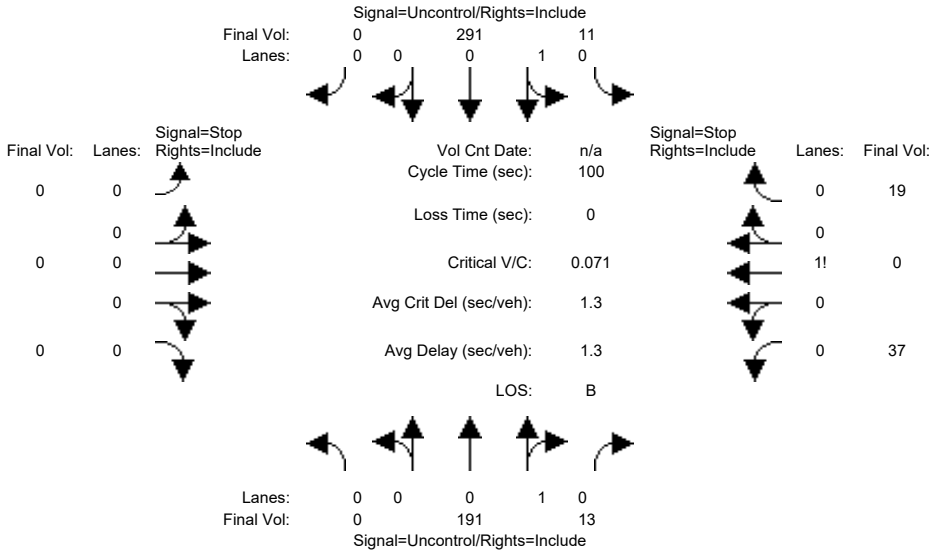
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + P (PM)

Intersection #990: Church Street and Howson Street



Street Name:	Church Street						Howson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	178	13	11	283	0	0	0	0	37	0	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	178	13	11	283	0	0	0	0	37	0	19
Added Vol:	0	8	0	0	4	0	0	0	0	0	0	0
ATI:	0	5	0	0	4	0	0	0	0	0	0	0
Initial Fut:	0	191	13	11	291	0	0	0	0	37	0	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	191	13	11	291	0	0	0	0	37	0	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	191	13	11	291	0	0	0	0	37	0	19
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	204	xxxx	xxxxx	xxxx	xxxx	xxxxx	511	511	198
Potent Cap.:	xxxx	xxxx	xxxxx	1380	xxxx	xxxxx	xxxx	xxxx	xxxxx	527	469	849
Move Cap.:	xxxx	xxxx	xxxxx	1380	xxxx	xxxxx	xxxx	xxxx	xxxxx	523	465	849
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	602	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.6	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.6		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #990 Church Street and Howson Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  1  0    0  1  0  0  0    0  0  0  0  0    0  0  1! 0  0
Initial Vol:    0  191    13    11  291     0     0    0     0    37    0    19
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             11.6
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=56]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=562]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #990 Church Street and Howson Street
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  0  1  0    0  1  0  0  0    0  0  0  0  0    0  0  1! 0  0
Initial Vol:    0  191    13    11  291     0     0    0     0    37    0    19
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             506
Minor Approach Volume:           56
Minor Approach Volume Threshold: 401
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

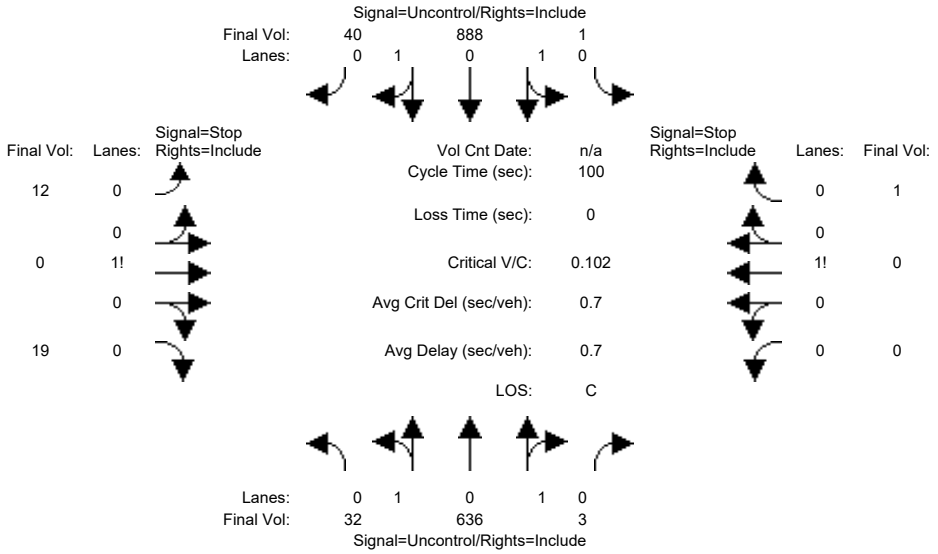
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (PM)

Intersection #991: Monterey Road and Howson Street



Street Name:	Monterey Road						Howson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	32	636	3	1	888	40	12	0	19	0	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	636	3	1	888	40	12	0	19	0	0	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	636	3	1	888	40	12	0	19	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	636	3	1	888	40	12	0	19	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	32	636	3	1	888	40	12	0	19	0	0	1
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	xxxxx	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	928	xxxx	xxxxx	639	xxxx	xxxxx	1292	1613	464	xxxx	xxxx	320
Potent Cap.:	745	xxxx	xxxxx	955	xxxx	xxxxx	122	105	550	xxxx	xxxx	682
Move Cap.:	745	xxxx	xxxxx	955	xxxx	xxxxx	118	100	550	xxxx	xxxx	682
Volume/Cap:	0.04	xxxx	xxxx	0.00	xxxx	xxxx	0.10	0.00	0.03	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	10.0	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.3
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	228	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	10.0	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	23.3	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	B	*	*	A	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			23.3			10.3		
ApproachLOS:	*			*			C			B		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #991 Monterey Road and Howson Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1 0	1 0		0 1 0	1 0		0 0 1! 0	0		0 0 0 0	1	
Initial Vol:	32	636	3	1	888	40	12	0	19	0	0	1
ApproachDel:	xxxxxx			xxxxxx			23.3			10.3		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=31]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1632]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=1]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1632]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #991 Monterey Road and Howson Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1 0	1 0		0 1 0	1 0		0 0 1! 0	0		0 0 0 0	1	
Initial Vol:	32	636	3	1	888	40	12	0	19	0	0	1

Major Street Volume: 1600
Minor Approach Volume: 31
Minor Approach Volume Threshold: 123

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

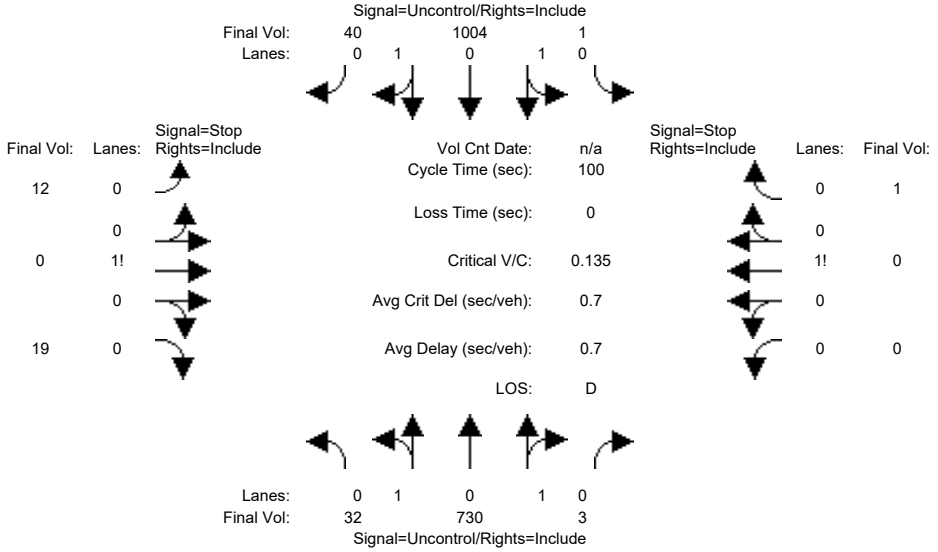
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background (PM)

Intersection #991: Monterey Road and Howson Street



Street Name:	Monterey Road						Howson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	32	636	3	1	888	40	12	0	19	0	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	636	3	1	888	40	12	0	19	0	0	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	94	0	0	116	0	0	0	0	0	0	0
Initial Fut:	32	730	3	1	1004	40	12	0	19	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	730	3	1	1004	40	12	0	19	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	32	730	3	1	1004	40	12	0	19	0	0	1
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	xxxxx	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	1044	xxxx	xxxxx	733	xxxx	xxxxx	1455	1823	522	xxxx	xxxx	367
Potent Cap.:	674	xxxx	xxxxx	881	xxxx	xxxxx	93	78	505	xxxx	xxxx	636
Move Cap.:	674	xxxx	xxxxx	881	xxxx	xxxxx	89	74	505	xxxx	xxxx	636
Volume/Cap:	0.05	xxxx	xxxx	0.00	xxxx	xxxx	0.13	0.00	0.04	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	10.6	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.7
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	180	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	10.6	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	29.1	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	B	*	*	A	*	*	*	D	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			29.1			10.7		
ApproachLOS:	*			*			D			B		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

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Intersection #991 Monterey Road and Howson Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1 0	1 0		0 1 0	1 0		0 0 1! 0	0		0 0 0	0	1
Initial Vol:	32	730	3	1	1004	40	12	0	19	0	0	1
ApproachDel:	xxxxxx			xxxxxx			29.1			10.7		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=31]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1842]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=1]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1842]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #991 Monterey Road and Howson Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1 0	1 0		0 1 0	1 0		0 0 1! 0	0		0 0 0	0	1
Initial Vol:	32	730	3	1	1004	40	12	0	19	0	0	1

Major Street Volume: 1810
Minor Approach Volume: 31
Minor Approach Volume Threshold: 80 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

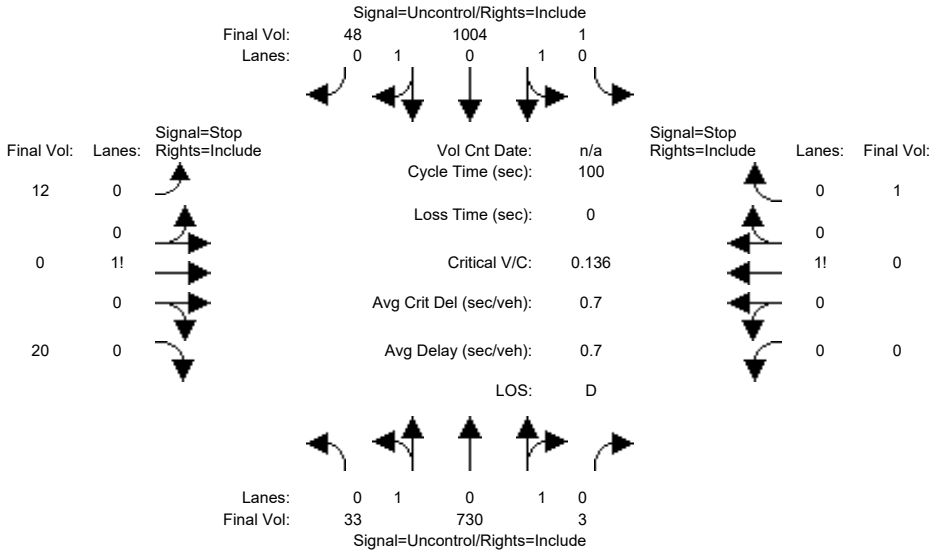
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + P (PM)

Intersection #991: Monterey Road and Howson Street



Street Name:	Monterey Road						Howson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	32	636	3	1	888	40	12	0	19	0	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	636	3	1	888	40	12	0	19	0	0	1
Added Vol:	1	0	0	0	0	8	0	0	1	0	0	0
ATI:	0	94	0	0	116	0	0	0	0	0	0	0
Initial Fut:	33	730	3	1	1004	48	12	0	20	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	730	3	1	1004	48	12	0	20	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	33	730	3	1	1004	48	12	0	20	0	0	1
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	xxxxx	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	1052	xxxx	xxxxx	733	xxxx	xxxxx	1461	1829	526	xxxx	xxxx	367
Potent Cap.:	669	xxxx	xxxxx	881	xxxx	xxxxx	92	77	502	xxxx	xxxx	636
Move Cap.:	669	xxxx	xxxxx	881	xxxx	xxxxx	88	73	502	xxxx	xxxx	636
Volume/Cap:	0.05	xxxx	xxxx	0.00	xxxx	xxxx	0.14	0.00	0.04	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	10.7	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.7
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	182	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	10.7	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	29.0	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	B	*	*	A	*	*	*	D	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			29.0			10.7		
ApproachLOS:	*			*			D			B		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #991 Monterey Road and Howson Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1 0	1 0		0 1 0	1 0		0 0 1! 0	0		0 0 0	0 1	
Initial Vol:	33	730	3	1	1004	48	12	0	20	0	0	1
ApproachDel:	xxxxxx			xxxxxx			29.0			10.7		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=32]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1852]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=1]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1852]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #991 Monterey Road and Howson Street

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1 0	1 0		0 1 0	1 0		0 0 1! 0	0		0 0 0	0 1	
Initial Vol:	33	730	3	1	1004	48	12	0	20	0	0	1

Major Street Volume: 1819
Minor Approach Volume: 32
Minor Approach Volume Threshold: 79 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

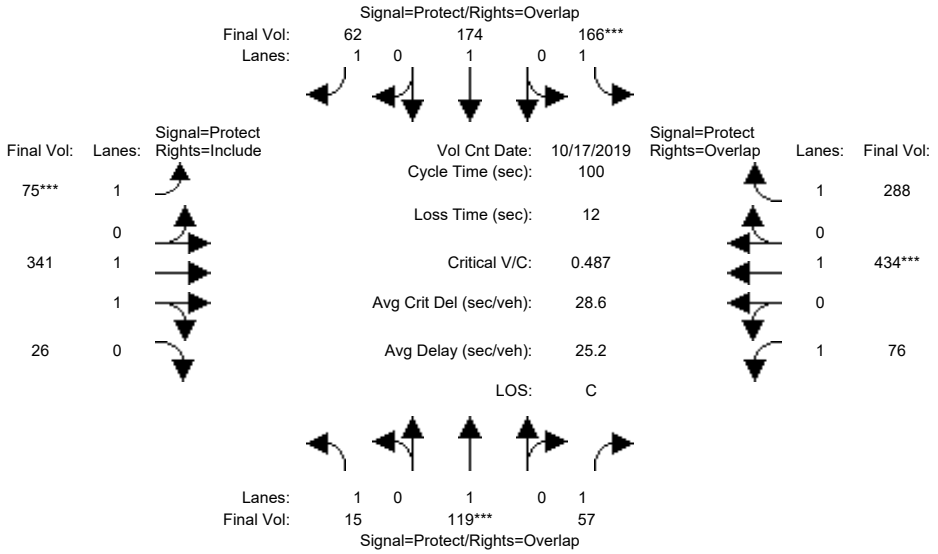
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #10513: Church Street and Welburn Avenue



Street Name:	Church Street						Welburn Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	15	119	57	166	174	62	75	341	26	76	434	288
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	119	57	166	174	62	75	341	26	76	434	288
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	119	57	166	174	62	75	341	26	76	434	288
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	119	57	166	174	62	75	341	26	76	434	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	119	57	166	174	62	75	341	26	76	434	288
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	119	57	166	174	62	75	341	26	76	434	288
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.85	0.15	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3438	262	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.03	0.09	0.09	0.04	0.04	0.10	0.10	0.04	0.23	0.16
Crit Moves:		****		****			****				****	
Green Time:	13.3	12.9	35.8	19.5	19.0	27.8	8.8	32.8	32.8	22.9	46.9	66.3
Volume/Cap:	0.06	0.49	0.09	0.49	0.48	0.13	0.49	0.30	0.30	0.19	0.49	0.25
Delay/Veh:	38.0	42.0	21.4	36.9	37.1	27.1	45.9	25.2	25.2	31.3	18.7	6.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.0	42.0	21.4	36.9	37.1	27.1	45.9	25.2	25.2	31.3	18.7	6.9
LOS by Move:	D	D	C	D	D	C	D	C	C	C	B	A
HCM2kAvgQ:	0	3	1	5	5	2	3	4	4	2	9	4

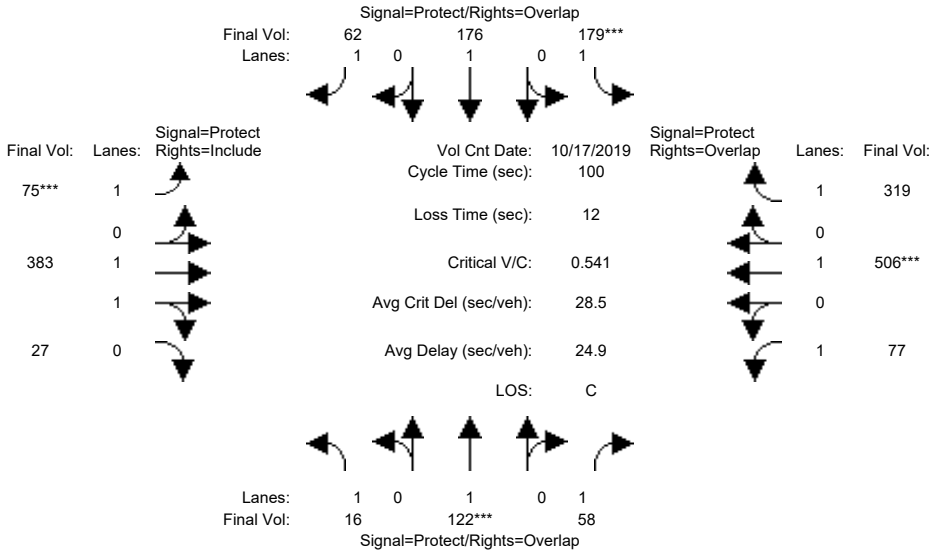
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #10513: Church Street and Welburn Avenue



Street Name:	Church Street						Welburn Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	15	119	57	166	174	62	75	341	26	76	434	288
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	119	57	166	174	62	75	341	26	76	434	288
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	3	1	13	2	0	0	42	1	1	72	31
Initial Fut:	16	122	58	179	176	62	75	383	27	77	506	319
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	122	58	179	176	62	75	383	27	77	506	319
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	122	58	179	176	62	75	383	27	77	506	319
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	122	58	179	176	62	75	383	27	77	506	319
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.86	0.14	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3456	244	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.03	0.10	0.09	0.04	0.04	0.11	0.11	0.04	0.27	0.18
Crit Moves:		****		****			****				****	
Green Time:	12.7	11.9	34.0	18.9	18.1	26.0	7.9	35.1	35.1	22.1	49.3	68.2
Volume/Cap:	0.07	0.54	0.10	0.54	0.51	0.14	0.54	0.32	0.32	0.20	0.54	0.27
Delay/Veh:	38.6	44.1	22.6	38.4	38.2	28.5	48.5	23.9	23.9	32.0	18.2	6.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	44.1	22.6	38.4	38.2	28.5	48.5	23.9	23.9	32.0	18.2	6.3
LOS by Move:	D	D	C	D	D	C	D	C	C	C	B	A
HCM2kAvgQ:	0	3	1	6	5	2	3	5	5	2	10	4

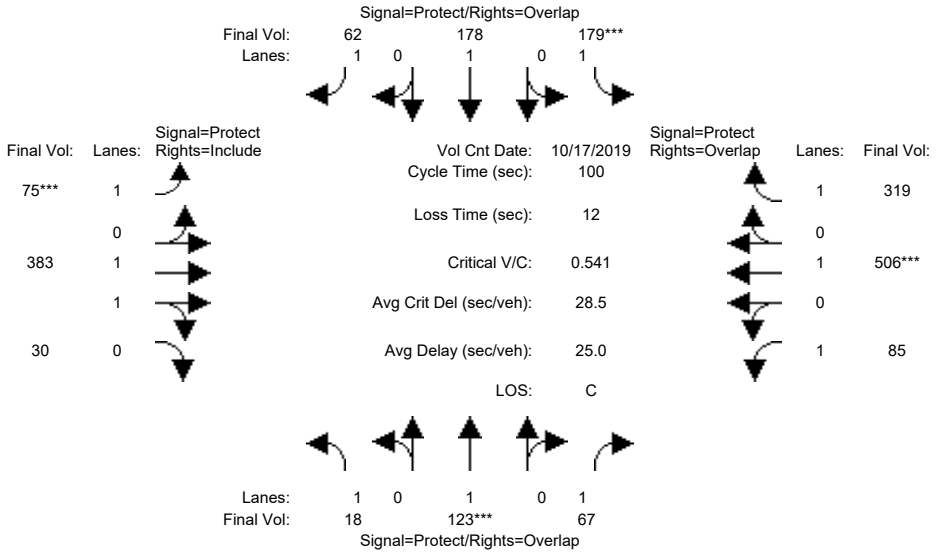
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (PM)

Intersection #10513: Church Street and Welburn Avenue



Street Name:	Church Street						Welburn Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	15	119	57	166	174	62	75	341	26	76	434	288
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	119	57	166	174	62	75	341	26	76	434	288
Added Vol:	2	1	9	0	2	0	0	0	3	8	0	0
ATI:	1	3	1	13	2	0	0	42	1	1	72	31
Initial Fut:	18	123	67	179	178	62	75	383	30	85	506	319
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	123	67	179	178	62	75	383	30	85	506	319
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	123	67	179	178	62	75	383	30	85	506	319
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	123	67	179	178	62	75	383	30	85	506	319
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.85	0.15	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3431	269	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.04	0.10	0.09	0.04	0.04	0.11	0.11	0.05	0.27	0.18
Crit Moves:		****		****			****				****	
Green Time:	12.7	12.0	34.0	18.9	18.2	26.1	7.9	35.1	35.1	22.0	49.2	68.1
Volume/Cap:	0.08	0.54	0.11	0.54	0.52	0.14	0.54	0.32	0.32	0.22	0.54	0.27
Delay/Veh:	38.7	44.1	22.7	38.4	38.3	28.5	48.6	23.8	23.8	32.2	18.2	6.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.7	44.1	22.7	38.4	38.3	28.5	48.6	23.8	23.8	32.2	18.2	6.3
LOS by Move:	D	D	C	D	D	C	D	C	C	C	B	A
HCM2kAvgQ:	1	3	1	6	5	2	3	5	5	2	10	4

Note: Queue reported is the number of cars per lane.

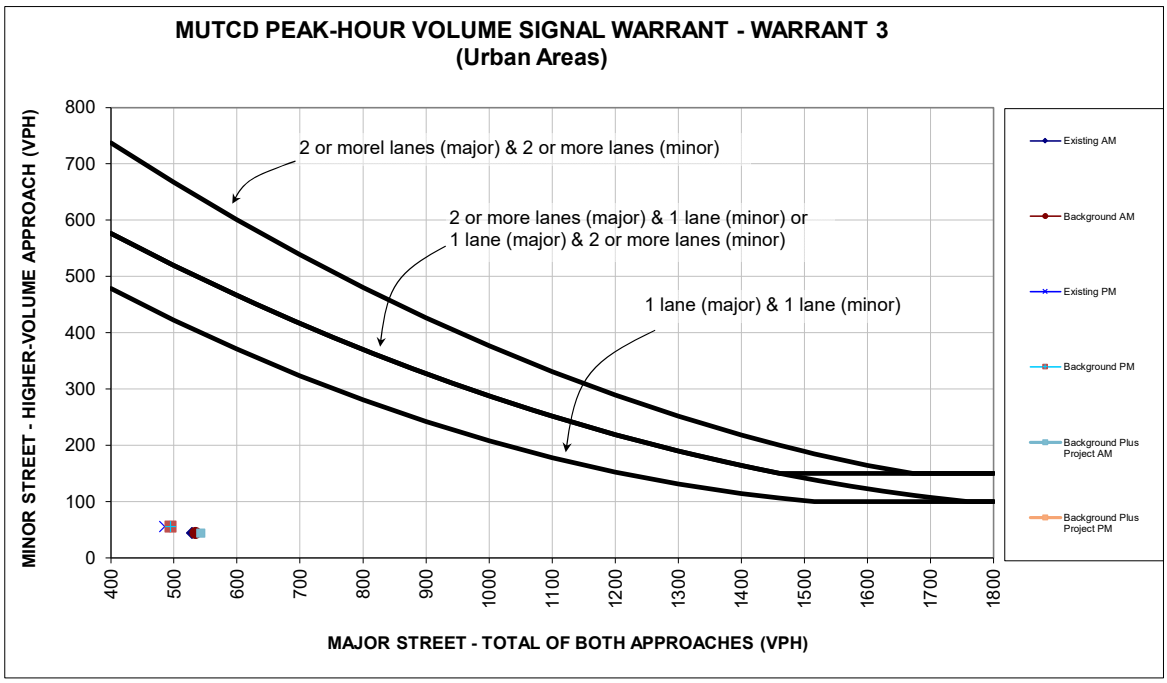
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Appendix E
Signal Warrants

95 Howson Residential

1 . Church Street and Howson Street



Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation.
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

AM Peak Hour

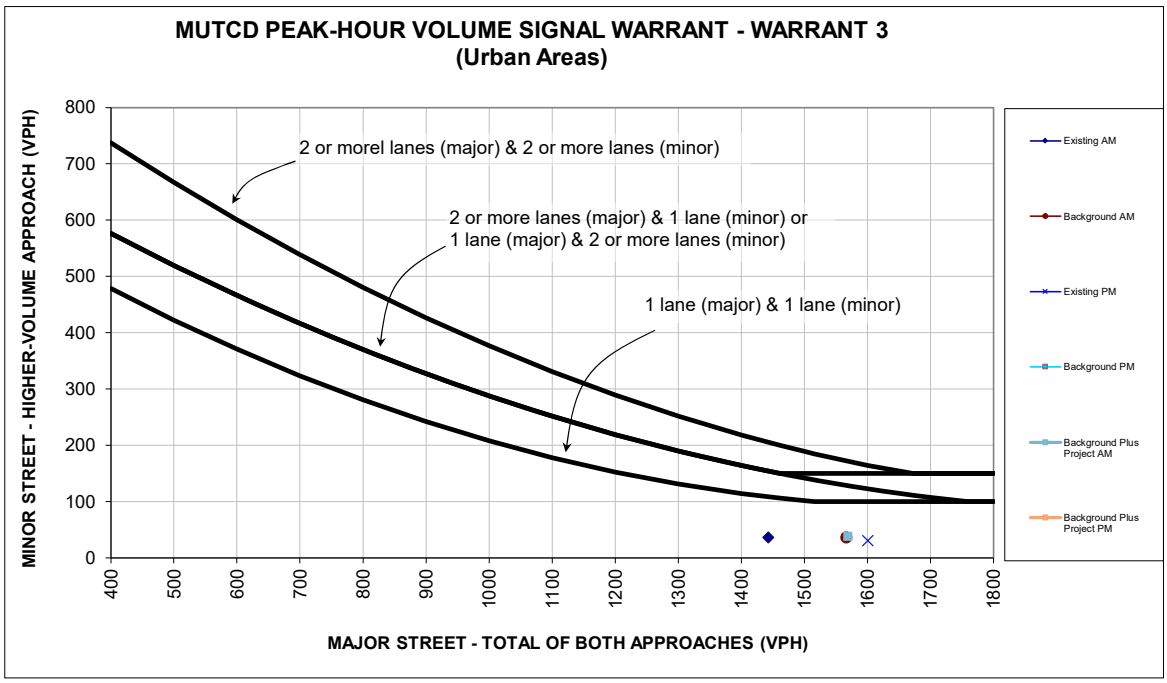
		Existing Approach Lanes: One	Existing Approach Lanes: 2 or More	Existing AM	Background AM	Background Plus Project AM
Major Street - Both Approaches	Church Street	X		528	534	542
Minor Street - Highest Approach	Howson Street	X		45	45	45
Maximum warrant threshold for minor street volume				408	404	400
Difference between warrant threshold & minor street volume				363	359	355
	Warrant Met?			No	No	No

PM Peak Hour

		Existing Approach Lanes: One	Existing Approach Lanes: 2 or More	Existing PM	Background PM	Background Plus Project PM
Major Street - Both Approaches	Church Street	X		485	494	506
Minor Street - Highest Approach	Howson Street	X		56	56	56
Maximum warrant threshold for minor street volume				431	426	419
Difference between warrant threshold & minor street volume				375	370	363
				No	No	No

95 Howson Residential

2 . Monterey Road and Howson Street



Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation.
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

AM Peak Hour

		Existing Approach Lanes: One	Existing Approach Lanes: 2 or More	Existing AM	Background AM	Background Plus Project AM
Major Street - Both Approaches	Monterey Road		X	1442	1566	1568
Minor Street - Highest Approach	Howson Street	X		37	37	39
Maximum warrant threshold for minor street volume				154	129	129
Difference between warrant threshold & minor street volume				117	92	90
	Warrant Met?			No	No	No

PM Peak Hour

		Existing Approach Lanes: One	Existing Approach Lanes: 2 or More	Existing PM	Background PM	Background Plus Project PM
Major Street - Both Approaches	Monterey Road		X	1600	1810	1819
Minor Street - Highest Approach	Howson Street	X		31	31	32
Maximum warrant threshold for minor street volume				123	100	100
Difference between warrant threshold & minor street volume				92	69	68
				No	No	No

Appendix F
Intersection Queuing Analysis

101 Church Street and Howson Street
102 SBL/T
103 AM
10000 Existing Conditions
1005 Avg. Queue Per Lane in Veh= 0.6
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5321	0.5321	0
0.3357	0.8678	1
0.1059	0.9737	2
0.0223	0.9960	3
0.0035	0.9995	4
0.0004	0.9999	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

101 Church Street and Howson Street
102 SBL/T
103 AM
80000 Background Conditions
1015 Avg. Queue Per Lane in Veh= 0.6
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5275	0.5275	0
0.3374	0.8649	1
0.1079	0.9728	2
0.0230	0.9958	3
0.0037	0.9995	4
0.0005	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
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0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

101 Church Street and Howson Street
102 SBL/T
103 AM
100000 Background Plus Project
1025 Avg. Queue Per Lane in Veh= 0.7
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5209	0.5209	0
0.3397	0.8606	1
0.1108	0.9714	2
0.0241	0.9955	3
0.0039	0.9994	4
0.0005	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

101	Church Street and Howson Street
102	SBL/T
103	PM
10000	Existing Conditions
1005	Avg. Queue Per Lane in Veh= 0.6
	Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5376	0.5376	0
0.3337	0.8712	1
0.1035	0.9748	2
0.0214	0.9962	3
0.0033	0.9995	4
0.0004	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

101	Church Street and Howson Street
102	SBL/T
103	PM
80000	Background Conditions
1015	Avg. Queue Per Lane in Veh= 0.6
	Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5331	0.5331	0
0.3354	0.8684	1
0.1055	0.9739	2
0.0221	0.9960	3
0.0035	0.9995	4
0.0004	0.9999	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

101	Church Street and Howson Street
102	SBL/T
103	PM
100000	Background Plus Project
1025	Avg. Queue Per Lane in Veh= 0.6
	Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5275	0.5275	0
0.3374	0.8649	1
0.1079	0.9728	2
0.0230	0.9958	3
0.0037	0.9995	4
0.0005	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
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0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
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0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

101	Church Streetand Welburn Avenue	
102	WBL	
103	AM	
10000	Existing Conditions	
1005	Avg. Queue Per Lane in Veh=	1.6
	Percentile = 95%	4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1961	0.1961	0
0.3195	0.5156	1
0.2602	0.7758	2
0.1413	0.9171	3
0.0576	0.9747	4
0.0188	0.9934	5
0.0051	0.9985	6
0.0012	0.9997	7
0.0002	0.9999	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
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0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

101	Church Streetand Welburn Avenue	
102	WBL	
103	AM	
80000	Background Conditions	
1015	Avg. Queue Per Lane in Veh=	1.7
	Percentile = 95%	4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1899	0.1899	0
0.3155	0.5054	1
0.2620	0.7675	2
0.1451	0.9125	3
0.0603	0.9728	4
0.0200	0.9928	5
0.0055	0.9984	6
0.0013	0.9997	7
0.0003	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
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0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
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0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

101	Church Streetand Welburn Avenue	
102	WBL	
103	AM	
100000	Background Plus Project	
1025	Avg. Queue Per Lane in Veh=	1.7
	Percentile = 95%	4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1899	0.1899	0
0.3155	0.5054	1
0.2620	0.7675	2
0.1451	0.9125	3
0.0603	0.9728	4
0.0200	0.9928	5
0.0055	0.9984	6
0.0013	0.9997	7
0.0003	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
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0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
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0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

101	Church Streetand Welburn Avenue
102	WBL
103	PM
10000	Existing Conditions
1005	Avg. Queue Per Lane in Veh= 2.1
	Percentile = 95% 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1211	0.1211	0
0.2557	0.3768	1
0.2699	0.6466	2
0.1899	0.8365	3
0.1002	0.9368	4
0.0423	0.9791	5
0.0149	0.9940	6
0.0045	0.9985	7
0.0012	0.9996	8
0.0003	0.9999	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

101	Church Streetand Welburn Avenue
102	WBL
103	PM
80000	Background Conditions
1015	Avg. Queue Per Lane in Veh= 2.1
	Percentile = 95% 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1178	0.1178	0
0.2519	0.3697	1
0.2694	0.6391	2
0.1921	0.8312	3
0.1027	0.9339	4
0.0439	0.9779	5
0.0157	0.9935	6
0.0048	0.9983	7
0.0013	0.9996	8
0.0003	0.9999	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

101	Church Streetand Welburn Avenue
102	WBL
103	PM
100000	Background Plus Project
1025	Avg. Queue Per Lane in Veh= 2.1
	Percentile = 95% 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1178	0.1178	0
0.2519	0.3697	1
0.2694	0.6391	2
0.1921	0.8312	3
0.1027	0.9339	4
0.0439	0.9779	5
0.0157	0.9935	6
0.0048	0.9983	7
0.0013	0.9996	8
0.0003	0.9999	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

101	Church Streetand Welburn Avenue
102	NBR
103	AM
10000	Existing Conditions
1005	Avg. Queue Per Lane in Veh= 2.9
	Percentile = 95% 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0564	0.0564	0
0.1622	0.2186	1
0.2332	0.4518	2
0.2234	0.6752	3
0.1606	0.8358	4
0.0923	0.9282	5
0.0442	0.9724	6
0.0182	0.9906	7
0.0065	0.9971	8
0.0021	0.9992	9
0.0006	0.9998	10
0.0002	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

101	Church Streetand Welburn Avenue
102	NBR
103	AM
80000	Background Conditions
1015	Avg. Queue Per Lane in Veh= 2.9
	Percentile = 95% 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0546	0.0546	0
0.1588	0.2135	1
0.2309	0.4444	2
0.2237	0.6681	3
0.1626	0.8306	4
0.0945	0.9252	5
0.0458	0.9710	6
0.0190	0.9900	7
0.0069	0.9969	8
0.0022	0.9991	9
0.0006	0.9998	10
0.0002	0.9999	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

101	Church Streetand Welburn Avenue
102	NBR
103	AM
100000	Background Plus Project
1025	Avg. Queue Per Lane in Veh= 3.3
	Percentile = 95% 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0361	0.0361	0
0.1198	0.1559	1
0.1991	0.3550	2
0.2205	0.5754	3
0.1831	0.7585	4
0.1217	0.8802	5
0.0674	0.9476	6
0.0320	0.9795	7
0.0133	0.9928	8
0.0049	0.9977	9
0.0016	0.9993	10
0.0005	0.9998	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

101	Church Streetand Welburn Avenue
102	NBR
103	PM
10000	Existing Conditions
1005	Avg. Queue Per Lane in Veh= 1.6
	Percentile = 95% 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2053	0.2053	0
0.3250	0.5303	1
0.2573	0.7877	2
0.1358	0.9235	3
0.0538	0.9772	4
0.0170	0.9942	5
0.0045	0.9987	6
0.0010	0.9998	7
0.0002	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

101	Church Streetand Welburn Avenue
102	NBR
103	PM
80000	Background Conditions
1015	Avg. Queue Per Lane in Veh= 1.6
	Percentile = 95% 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1997	0.1997	0
0.3217	0.5213	1
0.2591	0.7805	2
0.1392	0.9196	3
0.0561	0.9757	4
0.0181	0.9938	5
0.0048	0.9986	6
0.0011	0.9997	7
0.0002	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

101	Church Streetand Welburn Avenue
102	NBR
103	PM
100000	Background Plus Project
1025	Avg. Queue Per Lane in Veh= 1.8
	Percentile = 95% 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1599	0.1599	0
0.2931	0.4530	1
0.2687	0.7217	2
0.1642	0.8859	3
0.0753	0.9611	4
0.0276	0.9887	5
0.0084	0.9972	6
0.0022	0.9994	7
0.0005	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Project Driveway and Howson Street
EBL/T
AM
Background Plus Project
Avg. Queue Per Lane in Veh= 0.1
Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9091	0.9091	0
0.0866	0.9957	1
0.0041	0.9999	2
0.0001	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
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0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Project Driveway and Howson Street
EBL/T
PM
Background Plus Project
Avg. Queue Per Lane in Veh= 0.1
Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9306	0.9306	0
0.0670	0.9975	1
0.0024	0.9999	2
0.0001	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
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Appendix G
Emergency Vehicle Circulation Plan

SCALE: 1/16" = 1'-0"

North

APN 790-36-020
8224 Church Street
Parcel A, 521 M 55

APN 790-36-021
8305 Monterey Rd.
Parcel B, 521 M 55

APN 790-36-029
8295 Monterey Rd.
Doc# 25205639

150' from new private fire hydrant near Unit #25

150' from new private fire hydrant near Unit #35

150' from new public fire hydrant on east side of Church Street

Left turn movements not modeled due to right turns show being the limiting design factor

area to be dedicated to City

no parking - curb painted red (typ.)

PCC Driveway per STR-18B

Church Street
(existing public street)

Unit# 21 Unit# 20 Unit# 19 Unit# 22 Unit# 23 Unit# 24 Unit# 31 Unit# 30 Unit# 29 Unit# 32 Unit# 33 Unit# 34 Unit# 37 Unit# 36 Unit# 35 Unit# 38 Unit# 39 Unit# 40 Unit# 17 Unit# 18 Unit# 25 Unit# 26 Unit# 27 Unit# 28 Unit# 41 Unit# 42

Private Drive Aisle

Length <150', no fire turnaround required
103.13'

PCC sidewalk

PCC Driveway

New Fire Hydrant (private)

Private Street A

26'

CoG Fire Truck

no parking - flush curb painted red (typ.)

Length <150', no fire turnaround required
102.97'

rolling gate per CA Fire Code D103.5
at limited access point (Fire & Garbage only)
FDC on backflow per WA-19

Unit# 16 Unit# 15 Unit# 14 Unit# 13 Unit# 12 Unit# 11 Unit# 10 Unit# 9 Unit# 8 Unit# 7 Unit# 6 Unit# 5 Unit# 4 Unit# 3 Unit# 2 Unit# 1

Private Street B

New Fire Hydrant (public)

PCC Sidewalk per STR-14

~ planting strip ~

curb&gutter replacement per STR-13

Howson Street
(existing public street)

150' from new public fire hydrant on east side of Church Street

Left turn movements not modeled due to right turns show being the limiting design factor

ex Fire Hydrant (public)

150' from ex public fire hydrant on west side of Church Street

150' from new private fire hydrant near Unit #25

150' from new public fire hydrant near Unit #5

150' from new private fire hydrant near Unit #35

150' from new public fire hydrant near Unit #5

doc#9979037

gate shall comply with all California Fire Code provisions including but not limited to Section D103.5.

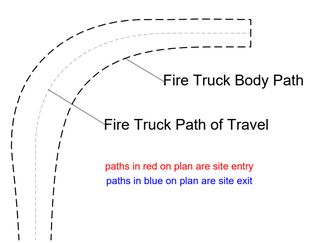
5' sidewalk 4.5' | 5' 5.5' | 26' Private Street A | 16' rolling gate access for emergency vehicles & garbage truck only | 5' | rolling gate storage when open

locking mechanism that allows access soley to Recology and City Fire Department

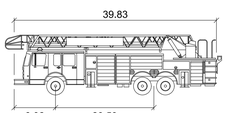
signage with language to be approved by City Engineering, Fire & Recology to ensure gate is closed and locked at all times except during emergency or when Recology enters or leaves the site. Signs shall be placed on both sides of this gate.

gate material to be steel painted black

Detail 8/A: Rolling Gate @ west end of Street A
Scale: 1/4" = 1'-0"



paths in red on plan are site entry
paths in blue on plan are site exit



CoG Fire Truck

	feet
Width	: 9.17
Track	: 9.14
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

For Planning Approval Only

REGISTERED PROFESSIONAL ENGINEER ALLEN T. ANDRADE C58384 EXP 12-31-2026 STATE OF CALIFORNIA

11/6/2025

Entitlement Plan Set Iterations:
1. 2024-03-06 1st submittal (by cbg)
2. 2024-09-17 2nd submittal C-sheets
3. 2025-02-06 3rd submittal C-sheets
4. 2025-11-06 4th submittal C-sheets

MH engineering Co.
16075 Vineyard Boulevard
Morgan Hill, CA 95037

Bebek, 95 Howson Vesting Tentative Map

Preliminary Fire Circulation Plan

Bebek, 95 Howson Street AS 24-07, TM 24-01

DATE: 2025-11-06
SCALE: 1/16" = 1'-0"
DRAWN BY: Aa
CHECKED BY: jb

JOB NO. 222121

SHEET C8
OF ----

Memorandum

Date: July 12, 2024

To: Erin Freitas, City of Gilroy

From: Gicela Del Rio, T.E., Luis Descanzo

Subject: VMT Assessment for the Proposed 95 Howson Street Residential Development in Gilroy, California

Hexagon Transportation Consultants, Inc. has completed a vehicle-miles traveled (VMT) assessment for the proposed residential development located at 95 Howson Street (APN 790-36-012) in Gilroy, California (see Figure 1). The project as proposed would develop an approximately 1.96-acre site with a new 46-unit townhouse development. All existing buildings, pavement, and trees on the site would be demolished. Access to the site would be provided via one driveway along Church Street and one driveway along Howson Street (see Figure 2).

The purpose of this memorandum is to provide an assessment of the project's effect on VMT. Pursuant to Senate Bill (SB) 743, the California Environmental Quality Act (CEQA) 2019 Update Guidelines Section 15064.3, subdivision (b) states that VMT will be the metric in analyzing transportation impacts for land use projects for CEQA purposes. The VMT assessment methodology and results are discussed below.

VMT Evaluation Methodology

VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle trips with one end within the project. Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit service in the project vicinity. Local-serving retail projects also would result in shorter vehicle trips as new local-serving retail development typically diverts/shortens existing shopping trips, rather than generating new retail trips.

In accordance with CEQA, all proposed projects are required to analyze transportation as a component of environmental review using average trip length per resident and/or per employee as metrics. The daily VMT per resident accounts for trips that start or end at the home. Daily VMT per employee is calculated based on trips made by people driving to and from work. However, non-residential and non-employment projects, such as retail projects, include both trips made by employees and patrons. Thus, for non-residential and non-employment projects, total VMT is evaluated.

To determine whether a project would result in CEQA transportation impacts related to VMT, the *Valley Transportation Authority* (VTA) has developed a VMT Evaluation Tool to streamline the analysis for

Figure 1
Site Location

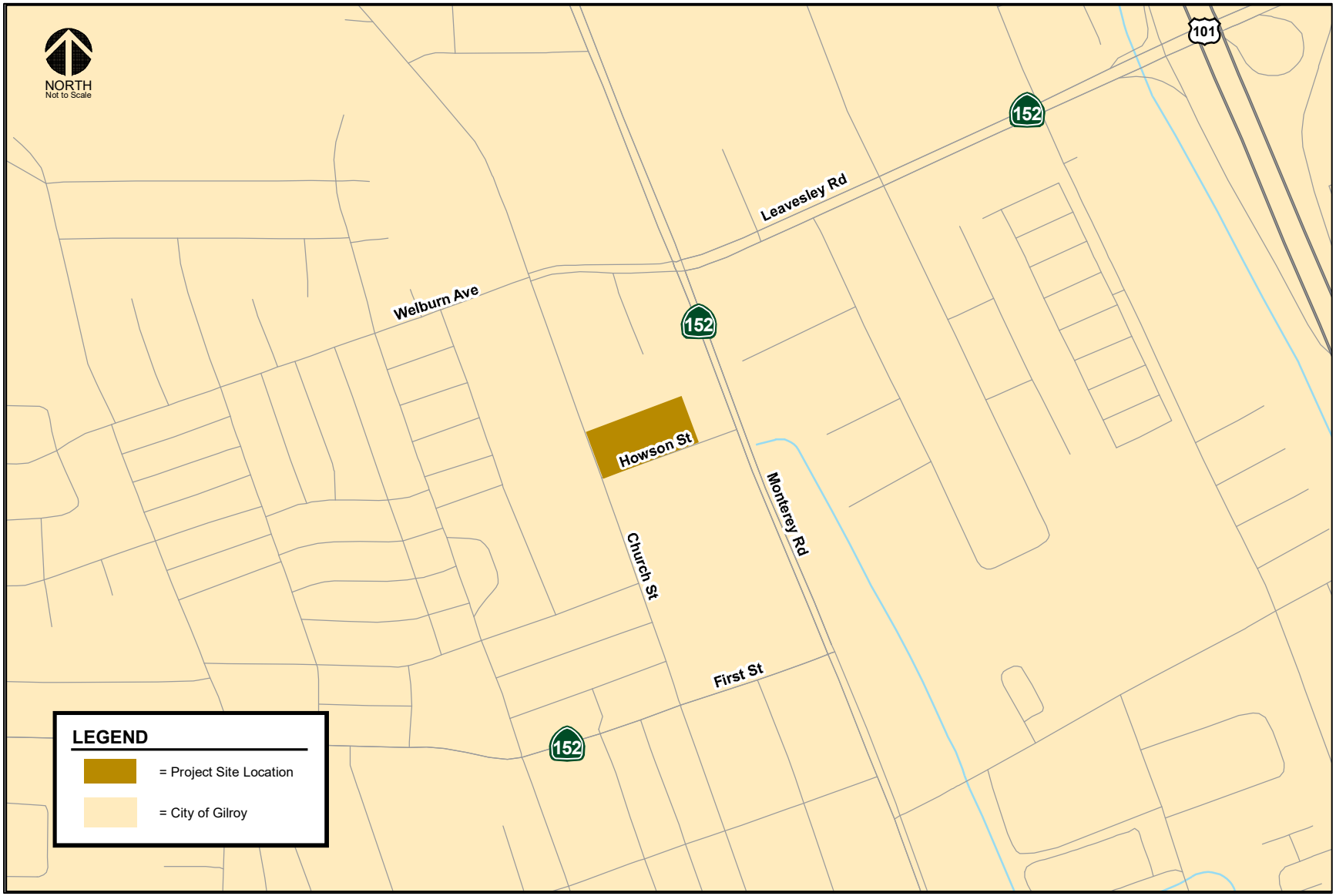


Figure 2
Site Plan



Project Summary

Total Site Area: ± 1.99 Acres

Total Units: 46 Homes
- (12) Plan 1: ± 1,425 SF, 3 Bed, 2.5 Bath
- (16) Plan 2A: ± 1,650 SF, 4 Bed, 3.5 Bath
- (2) Plan 2X: ± 1,650 SF, 4 Bed, 3.5 Bath
- (6) Plan 3A: ±1,820 SF, 4 Bed, 3.5 Bath
- (1) Plan 3X: ±1,836 SF, 4 Bed, 3.5 Bath
- (9) Plan 3B: ±1,848 SF, 4 Bed, 3.5 Bath

Density: 23.1 Homes per Acre

Parking:
Required: 81 Spaces
- Residence: 69 Spaces (1.5 sp./unit)
- Guest: 12 Spaces (.25 sp/unit)

Provided: 106 Spaces
- Garage: 92 Spaces
- Guest: 14 Spaces (Parking along Howson)

Zoning Summary

General Plan:	Downtown Gateway District
Zoning:	Downtown Gateway District
Max. Density:	30 Homes per Acre
Building Setbacks:	Front Yard: 15' Interior Side Yard: 15' Street Side Yard: 15' Rear Yard: 10' Corner: 15'
Max. Building Height:	40' and 3 Stories

Parking:
>800 sf: 1.5 sp./unit
Guest: 0.25 sp/unit

Color Plotting
Color Scheme 1
Color Scheme 2

Notes:
1. Site plan is for conceptual purposes only.
2. Site plan must be reviewed by planning, building, and fire departments for code compliance.
3. Base information per civil engineer.
4. Civil engineer to verify all setbacks and grading information
5. Building Footprints might change due to the final design elevation style.
6. Open space area is subject to change due to the balcony design of the elevation.
7. Building setbacks are measured from property lines to building foundation lines.

ARCHITECTURAL SITE PLAN

BDC BEBEK DEVELOPMENT COMPANY

95 HOWSON
GILROY, CA

SP-1

0 15 30 60

DESIGN REVIEW SUBMITTAL

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WHA. ARCHITECTS . PLANNERS . DESIGNERS

development projects in Santa Clara County. The VMT tool is limited to the evaluation of VMT for the general land use categories of residential, office, and industrial.

VTA VMT Evaluation Tool

The evaluation of the effects of the project on VMT was completed using the *VTA's VMT Evaluation Tool.* The VMT tool identifies the existing average VMT per capita and VMT per employee for the project area based on the assessor's parcel number (APN) of a project. Based on the project location, type of development, project description, and proposed trip reduction measures, the VMT tool calculates the project VMT. Projects located in areas where the existing VMT is above the established threshold are referred to as being in "high-VMT areas." Projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the greatest extent possible.

VMT Policies and Impact Criteria

A project's VMT is compared to established thresholds of significance based on the project location and type of development. When assessing a residential project, the project's VMT is divided by the number of residents expected to occupy the project to determine the VMT per capita. When assessing an office or industrial project, the project's VMT is divided by the number of employees to determine the VMT per employee/job. Retail uses are assessed based on their effects on total VMT.

To adhere to the state's legislation, the City of Gilroy is currently developing the framework for new transportation policies based on the implementation of VMT as the primary measure of transportation impacts for CEQA purposes. The new policies will replace the City's current transportation policies that are based on levels of service. However, since the City has not formally adopted its own City-specific VMT policies, the City relies on VMT analysis methodology and impact thresholds recommended in the Governor's Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA*, December 2018. While OPR emphasizes that a lead agency has the discretionary authority to establish thresholds of significance, the *Technical Advisory* suggests criteria that indicate when a project may have a significant, or less than significant, transportation impact on the environment.

Residential Uses Impact Thresholds

As stated in the technical advisory, for residential projects, OPR recommends an impact threshold of 15% below the existing VMT per capita, measured as regional or citywide VMT per capita.

Currently, the City of Gilroy has limited employment land uses, which results in longer commute trips as a large number of Gilroy residents are required to travel outside of Gilroy for employment. This is reflected in the average VMT per capita for the City of Gilroy (18.92 VMT per capita) compared to the regional VMT (13.95) and the County VMT (13.33) per capita, as reported by the VTA VMT Evaluation Tool. Therefore, for the purpose of this analysis, the impact threshold for the evaluation of the project was assumed to be 15% below the citywide residential VMT per capita. The citywide VMT threshold is also consistent with the Gilroy 2040 General Plan EIR, which utilized 15% below the citywide VMT as the impact threshold for both residential (per-capita) and employment (per-job) VMT.

The VTA's VMT Evaluation Tool indicates that the existing citywide average VMT per capita is currently 18.92. Therefore, the OPR recommended impact threshold of 15% below the existing average VMT per capita equates to 16.08 VMT per capita.

Residential Impact Threshold: ***16.08 VMT per capita***

VMT Evaluation

The VMT for the proposed project was evaluated with the VTA VMT Evaluation Tool. The results of the VMT evaluation using the VTA's VMT Evaluation Tool indicate that the existing average daily VMT for residential uses in the vicinity of the project site is 15.23 VMT per capita, which is lower than the citywide average VMT per capita. The results also indicate that the proposed development is projected to generate average daily per-capita VMT equal to 15.04, which is also lower than the identified impact threshold of 16.08 VMT per capita. Therefore, the proposed project would not result in an impact on the transportation system based on OPR's 15% below existing average VMT impact threshold.

The VMT results are presented in Table 1. The VTA VMT Evaluation Tool output sheet is shown on Figure 3.

Table 1
VMT Analysis Summary

	Citywide		No Project	With Project	
Project	Average Daily VMT per Capita	15% Below Base Threshold	Average Daily VMT per Capita	Average Daily VMT per Capita	Impact?
95 Howson Street Residential Development					
Base Year 2024	18.92	16.08	15.23	15.04	No

Source: VTA's VMT Evaluation Tool, July 2024.

Figure 3
Project VMT Analysis

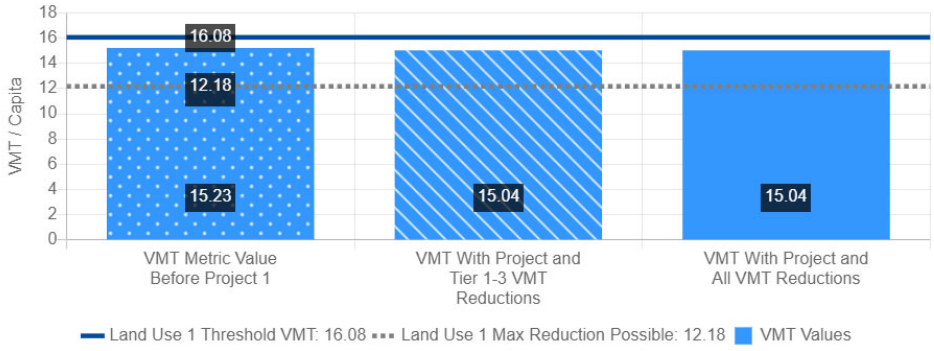
Santa Clara Countywide VMT Evaluation Tool - Version 2 - Report

Valley Transportation Authority

Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Residential
VMT Metric 1:	Home-based VMT per Capita
VMT Baseline Description 1:	City Average
VMT Baseline Value 1:	18.92
VMT Threshold Description 1 / Threshold Value 1:	-15% / 16.08
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	15.23	15.04	15.04
Low VMT Screening Analysis	Yes (Pass)	Yes (Pass)	Yes (Pass)



BEBEK DEVELOPMENT COMPANY

Memo

To: Vanessa Sanchez
Community Development Department – Planning Division
City of Gilroy
7351 Rosana Street, Gilroy, CA 95020

From: Bebek Development Company
3815 Camino Capistrano, Suite 18, San Juan Capistrano, CA 92675

Date: January 12, 2026

Re: Response to "Variance – Supplemental Questionairre"

The following are the responses to the "Variance – Supplemental Questionnaire" questions:

1. Per the direction of Planning the applicant requests a Variance from Section 30.19.20(c)(2) of the Gilroy Zoning Ordinance to allow the required front building setbacks for TTM Application 2024-01 to be measured from the face of curb, rather than from the ultimate right-of-way line to conform with intent and direction of the Downtown Specific Plan as well as maintain conformance with the existing street conditions and the City's adopted standard street sections per STR-2A (attached).

2. Explain the extraordinary circumstances of this property (including size, shape, topography, location or surroundings) which deprive it of privileges enjoyed by other properties in the vicinity and under identical zoning classification:

   The property is located within the Gateway District of the Downtown Specific Plan, where the plan's intent emphasizes an urban, pedestrian-oriented streetscape with buildings located close to the public realm. However, the Specific Plan does not clearly define the point from which required building setbacks are to be measured under current street standards. Subsequent to adoption of the Downtown Specific Plan and the Multi-Family Design Guidelines, the City adopted standard street sections (STR-2A) that depict the property line and right-of-way limit at the face of curb.

   In this case, the existing right-of-way extends beyond the face of curb, creating a condition not contemplated by the Downtown Specific Plan. Engineering staff acknowledged that the standard street sections do not adequately address situations where existing right-of-way limits extend beyond the curb line. To resolve this inconsistency and maintain continuity with surrounding properties, Engineering determined that additional dedication for the planter strip and the full width of the new 6-foot public sidewalk was appropriate, such that the right-of-way would functionally align with adjacent properties where the right-of-way extends to the back of sidewalk.

   Based on this determination, Engineering approved the interpretation that the required 16-foot Public Service Easement (PSE) would be measured from the face of curb, treating the curb line as the effective right-of-way line. It was the applicant's reasonable understanding, based on discussions with Engineering and City staff during meetings in March and April 2025, that this same interpretation would apply consistently to the measurement of required building setbacks.

   These unique circumstances arising from conflicting standards, legacy right-of-way conditions, and subsequent code adoption do not apply uniformly to other properties and justify consideration of the requested Variance.

3. Give reasons why the Variance for this property would not be materially detrimental to the public welfare or materially injurious to persons or property in the vicinity:

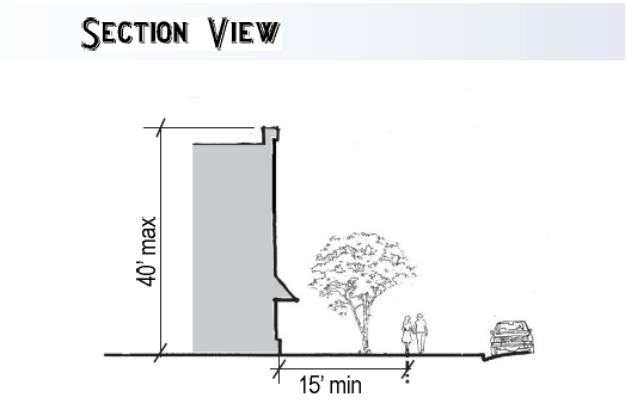
Granting the requested Variance would not be materially detrimental to public welfare, nor materially injurious to persons or property in the vicinity. On the contrary, the project substantially advances the public objectives of the Downtown Specific Plan.

The proposed development provides a total setback exceeding **21 feet measured from the face of curb**, consisting of:

- a 6-foot public planter strip,
- a 6-foot public sidewalk, and
- a minimum of 9.61 feet of private landscaping.

This exceeds the functional separation between the street and building contemplated by the Gateway District standards and provides enhanced pedestrian amenities, landscaping, and visual relief. The resulting streetscape is consistent with, and in many respects superior to, surrounding Downtown conditions.

The Downtown Specific Plan's own graphics underscore the ambiguity of the setback measurement. The Section View on page 95 depicts a 15-foot minimum setback dimension measured to the center of a pedestrian figure, providing no definitive reference point. The Plan View suggests measurement from the back of sidewalk yet omits sidewalk and planter widths and does not reflect contemporary street design standards. The Specific Plan provides no additional clarification to resolve this discrepancy.



Given this ambiguity, measuring setbacks from the face of curb consistent with adopted standard street sections and the approved PSE interpretation represents a reasonable, internally consistent approach that avoids arbitrary application of standards and does not result in any physical or visual impacts to adjacent properties.

4. Show how the results of allowing the Variance as specified will be in harmony with the general intent of the Zoning Ordinance:

   Approval of the requested Variance would be fully consistent with the general intent of the Zoning Ordinance and the Downtown Specific Plan.

   The Downtown Specific Plan was adopted to promote compact, walkable, urban development that supports higher residential densities near Downtown amenities. The proposed project achieves these objectives by placing buildings in close relationship to the public realm while still providing generous landscaping and pedestrian improvements.

   Requiring a 15-foot setback measured from the back of sidewalk—rather than from the face of curb—would effectively impose a setback significantly larger than intended, resulting in:

   - an excessive separation between buildings and the street,
   - loss of residential units necessary to achieve planned densities, and
   - a development pattern inconsistent with the urban design vision of Downtown Gilroy.

   Such a requirement would undermine, rather than advance, the stated goals of the Specific Plan and would render the project economically infeasible without providing any corresponding public benefit.

5. Justify how granting of the proposed variance will not constitute the granting of a special privilege greater than provided for by the standard provisions of the Ordinance for other properties in the vicinity and in the same zoning district:

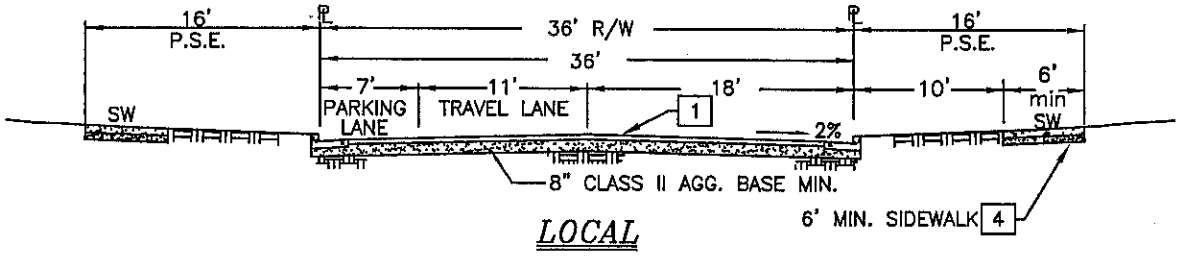
   Granting the requested Variance would not constitute a special privilege inconsistent with limitations placed on other properties in the same zoning district.

   The applicant is not seeking relief from the intent or substance of the Downtown Specific Plan, but rather a reasonable interpretation and application of ambiguous standards in light of existing conditions and subsequently adopted City standards. The requested Variance ensures consistent treatment with surrounding properties, many of which functionally measure setbacks from the face of curb due to similar right-of-way configurations.

   Moreover, approval would establish no precedent for reduced setbacks; instead, it would affirm that setbacks must be evaluated holistically, considering the full public realm including curb, planter, and sidewalk rather than relying on technical right-of-way lines that vary due to historical conditions.

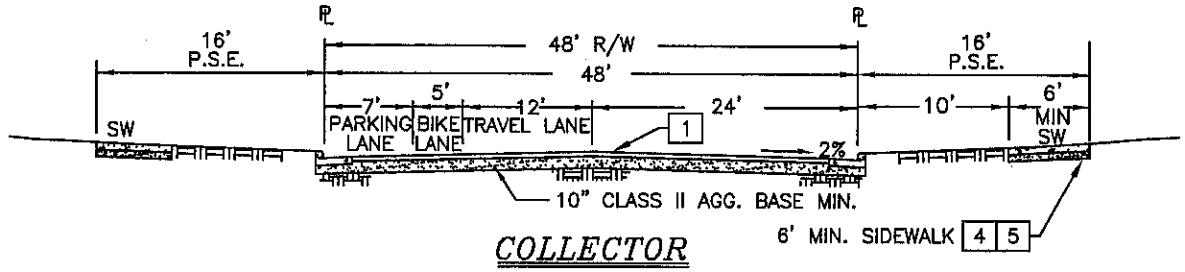
   Given the acknowledged ambiguities in the Specific Plan and the evolution of City standards, the applicant respectfully submits that the Planning Commission is the appropriate body to make the required findings and determine that the proposed setbacks meet the intent of the Zoning Ordinance, Downtown Specific Plan, and adopted design standards.

John Bebek
Bebek Development Company
31815 Camino Capistrano, Suite 18
San Juan Capistrano, CA 92675
949.235.3642
JBebek@BebekDevelopment.com



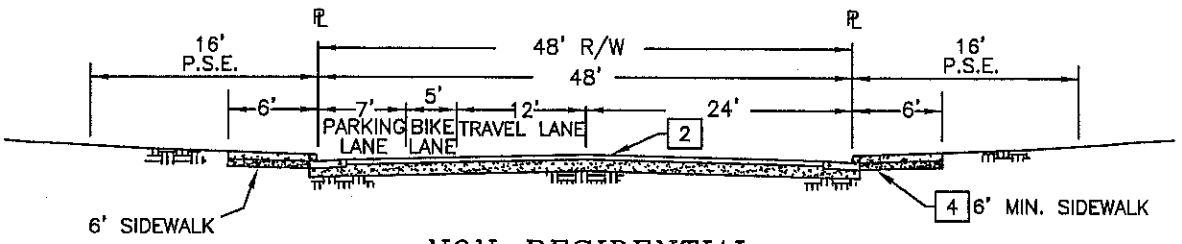
LOCAL

NOTES:
1. T.I. = 6.5 MINIMUM; DESIGN SPEED = 25 MPH
2. A.C. PAVEMENT SHALL BE 4" A.C. MIN. THICKNESS AND 1/2" TYPE A-A.C.
3. P.S.E. = PUBLIC SERVICE EASEMENT.
4. SIDEWALK ALIGNMENT MAY MEANDER.



COLLECTOR

NOTES:
1. T.I. = 8.0 MINIMUM; DESIGN SPEED = 35 MPH
2. A.C PAVEMENT SHALL BE 4" A.C. MIN. THICKNESS AND 1/2" TYPE A·
3. P.S.E. = PUBLIC SERVICE EASEMENT.
4. SIDEWALK ALIGNMENT MAY MEANDER.
5. SCHOOL FRONTAGES SHALL HAVE 10' MONOLITHIC SIDEWALKS WITH TREES TO BE PLACED BEHIND SIDEWALK.



NON-RESIDENTIAL

NOTES:
1. T.I. = 9.0 MINIMUM; DESIGN SPEED = 35 MPH
2. A.C. PAVEMENT SHALL BE 6" A.C. MIN. THICKNESS AND 3/4" TYPE A
3. P.S.E. = PUBLIC SERVICE EASEMENT.
4. SIDEWALK SHALL BE 10' WIDE IN COMMERCIAL AREA.

STREET SECTIONS

DRAWN BY: CSG	SCALE: N.T.S.
CHECKED BY:	
LAST REVISED: 10/08/14	
SECTION: STREETS	
DRAWING NO.: STR-2A	

APPROVED BY: 8-18-14
CITY ENGINEER DATE

RESOLUTION NO. 2026-__

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GILROY RECOMMENDING TO THE CITY COUNCIL APPROVAL OF ARCHITECTURAL AND SITE REVIEW PERMIT FOR A MULTI-FAMILY RESIDENTIAL DEVELOPMENT CONSISTING OF NINE RESIDENTIAL BUILDINGS, UP TO 39 FEET IN HIEGHT FOR A TOTAL OF 42 TOWNHOMES ON A 1.99-ACRE SITE LOCATED AT 95 HOWSON STREET, APN: 790-36-012 (FILE NUMBER AS 24-07)

WHEREAS, on March 26, 2024, Bebek Development Company submitted an application requesting an architectural and site review permit for the proposed development of nine residential buildings, up to 39 feet in height, for a total of 42 townhomes on a 1.99-acre site located at 95 Howson Street (project) within the Downtown Gateway District; and

WHEREAS, on February 3, 2026, the application submittal was accepted as complete; and

WHEREAS, the Gilroy City staff conducted a full analysis of the project to ensure compliance with the City's General Plan, Zoning Ordinance, Engineering Design requirements and all other applicable laws, regulations and standards, as further explained in detail in the city staff report to the Planning Commission; and

WHEREAS, the Project has been determined to be categorically exempt from environmental review pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15332 (Class 32) which applies to in-fill development that is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations, located within the City limits and of a size of no more than five acres, substantially surrounded by urban uses, within an area that has no value as habitat for endangered, rare or threatened species, and would not result in any significant effects relating to traffic, noise, air quality, or water quality, and can adequately be served by all required utilities and public services; and

WHEREAS, on April 2, 2026, the Planning Commission held a duly noticed public meeting, at which time the Planning Commission received and considered the staff report as well as all evidence received including written and oral public testimony; and

WHEREAS, the location and custodian of the documents or other materials which constitute the record of proceedings upon which the project approval is based is the Community Development Department, Planning Division.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Gilroy hereby recommends to the City Council approval of Architectural and Site Review Permit AS 24-07 based on the following findings made pursuant to Gilroy City Code section 30.50.43 (AS review) and subject to the conditions identified in Exhibit A to this Resolution:

A. The proposed development is consistent with the intent of the goals and policies of the City of Gilroy 2040 General Plan given that it is in conformance with the applicable goals and policies including LU 1.1, LU 3.2, LU 3.3, LU 8.5, LU 9.1, PH 1.4, PH 5.6, H 1.1 as it results in an in-fill townhome development that will provide market-rate housing, attractive and compatible architecture, on-site amenities, and enhanced public sidewalks and landscaping strips; and

B. The development as proposed and conditioned is consistent with the Zoning Ordinance given that the townhome development is a permitted use and is within the allowable density for the Downtown Gateway District, meets development standards except as outlined in Variance permit V 26-01, does not exceed the allowable building height, provides water efficient landscaping, and exceeds parking requirements; and

C. The proposed development is consistent with the Multi-Family Objective Design Standards given that it incorporates required architectural elements and articulation, unit's front entries are either oriented towards the street or common garden paseo, provides adequate site circulation, and meets required outdoor amenities; and

D. The proposed development is consistent with the Downtown Specific Plan given that the project includes architectural enhancements that are compatible with the surrounding neighborhood, provides street beautification through enhanced sidewalks and landscaping strips, is proposing attached market-rate housing, and is exceeding the minimum parking standards; and

E. Public utilities and infrastructure improvements required to serve the proposed project are available to serve the project. The project will include on-site improvements such as stormwater management, private streets, private sidewalks, parking, and landscaping; and

F. The project will not result in significant environmental impacts and qualifies for an exemption under section 15332 of the CEQA guidelines. The Vehicle Miles Traveled (VMT) analysis found no significant impact, and the operational analysis identified no concerns. The project will also remediate an open soil contamination case with the Department of Environmental Health prior to building occupancy.

PASSED AND ADOPTED this 2nd day of April 2026 by the following roll call vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST: APPROVED:

_____ _____

Sharon Goei, Secretary
Community Development Director

Manny Bhandal, Chairperson

Attachment; Exhibit A (Conditions of Approval)

EXHIBIT A
AS 24-07
95 Howson Street

PLANNING CONDITIONS

The following GENERAL conditions authorize specific terms of the project ENTITLEMENT(S).

1.	**APPROVED PROJECT:** The approval for Architectural and Site Review AS 24-07 is granted to construct 42 townhome units located on Assessor Parcel No. 790-36-012, as shown on: • Project Plans dated as received by the Planning Division on February 19, 2026, prepared by WHA for Bebek Development Company, dated October 31, 2025, and consisting of 29 sheets • Photometrics plans prepared by Associated Lighting Representatives Inc for Bebek Development Company, dated March 4, 2025, and consisting of two sheets. Build-out of the project shall conform to the plans, except as otherwise specified in these conditions. Any future adjustment or modification to the plans, including any changes made at time of building permit submittal, shall be considered by the Community Development Director or designee, may require separate discretionary approval, and shall conform to all City, State, and Federal requirements.
2.	**PERMIT EXPIRATION:** The expiration date of this approval shall be concurrent with the Vesting Tentative Map TM 24-01. If any development for which architectural and site approval has been granted has not obtained building permits within one (1) year from the date of Final Map recordation, then approval shall be deemed automatically revoked. Upon application, an extension of time may be granted by the Community Development Director or designee. Should Developer intend to request an extension to the permit expiration date, Developer must submit to the Planning Division a written application with applicable fees prior to the expiration date. Only timely requests may be considered pursuant to the City Code.
3.	**RELATED ENTITLEMENTS:** This permit is subject to the findings and conditions of approval for TM 24-01 (Resolution No. 2026-XXXX) and V 26-01 (Resolution No. 2026-XXXX) (i.e. related and/or concurrent entitlement requests).
4.	**RESPONSE TO CONDITONS OF APPROVAL:** Permittee shall provide a written response to conditions upon submittal for building application. The responses should

	clearly indicate how each condition of approval has been addressed in the plans and shall note the appropriate plan sheet.
5.	**COMPLIANCE WITH CONDITIONS:** If Developer, owner or tenant fails to comply with any of the conditions of this permit, the Developer, owner or tenant shall be subject to permit revocation or enforcement actions pursuant to the City Code. All costs associated with any such actions shall be the responsibility of Developer, owner or tenant.
6.	**INDEMNIFICATION:** Developer agrees, as a condition of permit approval, at Developer's own expense, to defend, indemnify, and hold harmless the City of Gilroy ("the City") and its officers, contractors, consultants, attorneys, employees and agents from any and all claim(s), action(s) or proceeding(s) brought against the City or its officers, contractors, consultants, attorneys, employees, or agents to challenge, attack, set aside, void or annul the approval of this resolution or any condition attached thereto or any proceedings, acts or determinations taken, including actions taken under the California Environmental Quality Act of 1970, as amended, done or made prior to the approval of such resolution that were part of the approval process.
7.	**SIGNS:** No signs are approved as part of this application. Prior to issuance of a sign permit for this site, Developer shall propose well-designed, quality signs that comply with the allowances of the City Code and are to the satisfaction of the Community Development Director or designee.
8.	**SIGNAGE:** All signage advertising the development project or components thereof, including individual tenants or subdivisions, shall be installed or maintained onsite or offsite as allowed and in conformance with an approved sign permit.
9.	**WATER LIMITATIONS:** Developer shall be advised that the approval is subject to the drought emergencies provisions pursuant to the Gilroy City Code Chapter 27.98.
10.	**OUTDOOR ACTIVITIES:** This permit approval does not allow for any outdoor storage or outdoor activities as part of the development and/or operation beyond what is being shown on the project plans. Any future consideration of outdoor uses onsite shall only be considered as allowed by the City Code, including any subsequent permitting for such outdoor use.
11.	**SINGLE-PHASE DEVELOPMENT:** Construction of the project shall be done in a single-phase unless a phased construction project schedule is approved by the Community Development Director or designee.
The following conditions shall be addressed prior to issuance of any BUILDING PERMIT, GRADING PERMIT or IMPROVEMENT PLAN, whichever is first issued, or as otherwise specified in the condition.	

12.	**CONDITIONS OF APPROVAL:** Developer shall include a plan sheet(s) that includes a reproduction of all conditions of approval of this permit, as adopted by the decision-maker.
13.	**EXISTING VIOLATIONS:** Prior to issuance of building permits, Developer shall correct all violations of the City Code, if any, existing on the project property for which the City has open cases.
14.	**CERTIFICATION OF BUILDING PERMIT PLANS:** The project architect shall certify in writing that the architectural design shown in the building permit plans shall substantially conform with the plans approved by the Community Development Director or designee/Planning Commission/City Council. Any changes must be clearly noted. The project architect shall also certify that the structural plans are consistent with the architectural plans. In the event of a discrepancy between the structural plans and the architectural plans, the architectural plans shall take precedence, and revised structural drawings shall be submitted to the Building Division.
15.	**COLORS AND MATERIALS:** Plans submitted for building permit applications shall include all exterior building materials and colors, including product and finish manufacturer name, color name and number, and surface finish type (e.g. stucco with sand finish, plaster with smooth finish) to be used in construction.
16.	**SUBSEQUENT ENTITLEMENTS:** Developer shall obtain necessary permits prior to initiating any new construction or modifications authorized under this approval, including but not limited to temporary construction trailers, temporary staging areas, model home sales offices, advertising signs of any kind, exterior and interior modifications. Developer shall pay all requisite fees in effect at the time of plan submittal and/or issuance, as applicable.
17.	**OTHER REVIEW AGENCIES:** This project may require review and approval by outside agencies including, but not limited to *Department of Environmental Health (DEH)*. Proof of approval from these agencies will be required prior to building permit issuance or grading.
18.	**SUPPLEMENTAL SOIL GAS ASSESSMET:** As per the supplemental soil gas assessment dated May 19, 2025, and prepared by Engeo, the developer shall prepare and submit a Site Management Plan (SMP) for review and approval by the Department of Environmental Health. The SMP shall include proposed plans to manage, mitigate, and/or remediate the potential risks associated with known areas of contamination. No building or grading permits shall be issued until the Site Management Plan is reviewed and approved to the satisfaction of the Department of Environmental Health.
19.	**LIGHTING PLAN:** Developer shall submit an on-site lighting plan with the application

	for building permit. This plan should include photometric contours, manufacturer's specifications on the fixtures, and mounting heights. Parking lot and exterior light fixtures shall be full cutoff type so that lighting is directed downward only, minimizing glare and light pollution, and shall not cast light on any adjacent property or roadway. Developer shall recess or conceal any under-canopy lighting elements so they are not directly visible from any public area. The lighting plan must be approved by the Community Development Director or designee.
20.	**LANDSCAPE AND LIGHTING PLAN:** Prior to issuance of grading permits, Developer shall submit a combined landscape and lighting plan to verify all project onsite lighting shall be of a type and in a location that does not constitute a hazard to vehicular traffic, either on private property or on public property, including streets. Such lighting shall not conflict with drainage plans, landscape plans, tree locations, parking spaces, or any other such land use concerns.
21.	**HABITAT NITROGEN DEPOSITION APPLICATION:** Prior to issuance of a building permit, Developer shall submit a Santa Clara Valley Habitat Agency Nitrogen Deposition Only application to the City of Gilroy. The building permit will be issued only after approval of the application and payment of assessed fees. Applications for Nitrogen Deposition shall be downloaded from the agency's website and submitted to the City Planning Division for review and approval. See the Santa Clara Valley Habitat Agency website: https://www.scv-habitatagency.org for more information.
22.	**WINDOWS:** The manufacturer type, design, material, and installation details for all windows within the project shall be specified in the construction drawings for review and approval by the Community Development Director or designee.
23.	**GARAGE DOORS:** Developer shall provide automatic garage door openers for all garages. All garage entries closer than 23 feet to the front property line shall be equipped with a sectional roll-up garage door.
24.	**FENCES AND WALLS:** All fencing and walls are to be shown on construction drawings submitted for building permit review. The height, design and location shall conform to City Code Article XXXIV including all setback requirements.
25.	**BICYCLE RACKS OR STORAGE:** Developer shall provide bicycle racks and lockers in compliance with Building Division conditions of approval and to the satisfaction of the Building Official. Racks shall be an "inverted U," or equivalent as approved by the Community Development Director, and must secure the frame and both wheels. Location of racks shall conform with the location as shown on the project plans or as indicated by the building conditions of approval.
26.	**REFUSE STORAGE:** Developer shall show on construction documents location of refuse storage (trash, recycling, and organics containers) for each individual unit as

	shown on project plans. The storage location of cans shall not be visible from the public right of way and shall not block required parking spaces.
27.	**SCREENING OF APPERTUNANCES:** Developer shall show on construction drawings details of screening for all exterior equipment, including but not limited to mechanical equipment, post indicator valves, backflow prevention devices, utility meters, mailboxes and address directories, etc. Ground mounted utility appurtenances such as transformers shall not be visible from any public right-of-way and shall be adequately screened through the use or combination of concrete or masonry walls, berms, and landscaping. In addition to the above, backflow preventers shall be painted dark green, except the fire connection which shall be painted yellow. The final placement and design of these items shall be to the satisfaction of the Community Development Director or designee.
28.	**ROOFTOP EQUIPMENT:** Developer shall ensure rooftop mechanical equipment, including but not limited to heating and cooling systems, plumbing vents, ducts, antennas and other appurtenances protruding from the roof are recessed or otherwise screened. Details of the roof equipment and roof screens shall be included in the building permit drawings and approved by the Community Development Director or designee.
29.	**RAIN GUTTERS AND DOWNSPOUTS:** Developer shall install all roof and building rain gutters and downspouts, vents, and flashing to integrate as closely as possible with building design elements, including matching the color of the adjacent surface.
30.	**ADDRESS DIRECTORIES:** If proposed, address directories shall be placed in decorative cabinets and clustered for efficient access by residents and service persons, etc.
31.	**PLAY STRUCTURE:** Provisions for a children's play yard, including appropriate equipment, shall be included on the landscape plans to be approved by the Community Development Director or designee, and installed prior to any occupancy. The provisions of such facilities and their location must be included in sales information to prospective buyers.
32.	**LANDSCAPING:** Prior to building permit issuance, proposed landscaping shall be shown on the site plan and submitted with the construction drawings for review and approval by the Community Development Director or designee.
33.	**LANDSCAPE MULCH:** As part of the Landscape Plan submittal, Developer shall clarify a minimum three (3) inch layer of mulch, or other MWELO compliant material, to be applied on all exposed soil surfaces, as required by the State Model Water Efficient

	Landscape Ordinance (MWELO).
34.	**INVASIVE PLANT SPECIES:** Developer shall not include any invasive plant species, such as those listed by the California Invasive Plant Council.
35.	**LANDSCAPE DOCUMENTATION PACKAGE:** Prior to issuance of building permits or initiation of the proposed use, whichever comes first, Developer shall submit a completed Landscape Documentation Package, including a soil analysis/management report along with appropriate application review fees, to the Community Development Department, including required documentation for compliance verification, and obtain approval of such plans.
36.	**IRRIGATION SENSORS:** Prior to issuance of building permits, developer shall (as part of the irrigation system) indicate on construction drawings sensors that suspend or alter irrigation operation during unfavorable weather conditions (e.g. automatic rain shut-off devices).
37.	**PRECONSTRUCTION NESTING BIRD SURVEY:** To the extent practicable, vegetation removal and construction activities shall be performed from September 1 through January 31 to avoid the general nesting period for birds. If construction or vegetation removal cannot be performed during this period, preconstruction surveys will be performed no more than two days prior to construction activities to locate any active nests as follows: "The Developer shall be responsible for the retention of a qualified biologist to conduct a survey of the project site and surrounding 500' for active nests: with particular emphasis on nests of migratory birds: if construction (including site preparation) will begin during the bird nesting season, from February 1 through August 31. If active nests are observed on either the project site or the surrounding area, the project applicant, in coordination with the appropriate City staff, shall establish no-disturbance buffer zones around the nests, with the size to be determined in consultation with the California Department of Fish and Wildlife (usually 100' for perching birds and 300' for raptors). The no-disturbance buffer will remain in place until the biologist determines the nest is no longer active or the nesting season ends. If construction ceases for two days or more and then resumes during the nesting season, an additional survey will be necessary to avoid impacts on active bird nests that may be present."
38.	**PUBLIC ART:** Prior to issuance of building permits, submit a process, timetable, and evidence of commitment acceptable to the City to ensure installation of a suitable, significant piece of public-oriented sculpture or similar public art installation prior to occupancy. This shall include involving the Community Development Director or designee in reviewing preliminary concepts, artist, and type of work. All public art must be reviewed and approved by the City of Gilroy Arts and Culture Commission.

The following conditions shall be met prior to RELEASE OF UTILITIES, FINAL INSPECTION, or ISSUANCE OF A CERTIFICATE OF OCCUPANCY, whichever occurs first, or as otherwise specified in the condition.	
39.	**ON- AND OFF-SITE IMPROVEMENTS:** Prior to occupancy, Developer shall complete all required offsite and onsite improvements related to the project, including structures, paving, and landscaping, unless otherwise allowed by the Community Development Director, or stated in these conditions.
40.	**LANDSCAPE AND IRRIGATION INSTALLATION:** Prior to issuance of certificate of occupancy or building permit final sign-off, Developer shall complete installation of all landscaping and irrigation in accordance with the approved plans.
41.	**LANDSCAPE CERTIFICATE OF COMPLETION:** Prior to occupancy or initiation of the proposed use, or completion of each build-out phase of development, Developer shall submit a signed Certificate of Completion, along with all necessary supporting documentation and payment to the Community Development Department, for compliance verification of the landscape installation. Developer is required under the Model Water Efficient Landscape Ordinance (MWELO) to provide a copy of the approved Certificate of Completion to the property owner or his or her designee.
42.	**PLANNING INSPECTION:** Inspection(s) by the Planning Division may be required for the foundation, framing, application of exterior materials, and final completion of each structure to ensure that the construction matches the approved plans.
43.	**SITE CLEAN-UP:** Prior to issuance of a certificate of occupancy, Developer shall remove all construction materials, debris, and vehicles from the subject property.
The following conditions shall be complied with AT ALL TIMES DURING THE CONSTRUCTION PHASE OF THE PROJECT, or as otherwise specified in the condition.	
44.	**CONSTRUCTION RELATED NOISE:** To minimize potential construction-related impacts to noise, Developer shall include the following language on any grading, site work, and construction plans issued for the subject site "During earth-moving, grading, and construction activities, Developer shall implement the following measures at the construction site: a. Limit construction activity to weekdays between 7:00 a.m. and 7:00 p.m., and on Saturdays between 9:00 a.m. and 7:00 p.m. Construction noise is prohibited on Sundays and City-observed holidays; b. Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project area;

	c. Construct sound walls or other noise reduction measures prior to developing the project site; d. Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment; e. Prohibit all unnecessary idling of internal combustion engines; f. Utilize "quiet" models of air compressors and other stationary noise sources where technology exists; and g. Designate a "disturbance coordinator' who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g. bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem."
45.	**CONSTRUCTION RELATED AIR QUALITY:** To minimize potential construction-related impacts to air quality, Developer shall require all construction contractors to implement the basic construction mitigation measures recommended by the Bay Area Air Quality Management District (BAAQMD) and shall include the following language on any grading, site work, and construction plans issued for the project site "During earth-moving, grading, and construction activities, Developer shall implement the following basic control measures at the construction site: a. All exposed surfaces (e.g. parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day; b. All haul trucks transporting soil, sand, or other loose material onsite or offsite shall be covered; c. All visible mud or dirt tracked out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited; d. All vehicle speeds on unpaved roads or pathways shall be limited to 15 miles per hour; e. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used; f. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points; g. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator; and h. Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations."

46.	**DISCOVERY OF CONTAMINATED SOILS:** If contaminated soils are discovered, the Developer will ensure the contractor employs engineering controls and Best Management Practices (BMPs) to minimize human exposure to potential contaminants. Engineering controls and construction BMPs will include, but not be limited to, the following: a. Contractor employees working on-site will be certified in OSHA's 40-hour Hazardous Waste Operations and Emergency Response (HAZWOPER) training; b. Contractor will stockpile soil during development activities to allow for proper characterization and evaluation of disposal options; c. Contractor will monitor area around construction site for fugitive vapor emissions with appropriate filed screening instrumentation; d. Contractor will water/mist soil as it is being excavated and loaded onto transportation trucks; e. Contractor will place any stockpiled soil in areas shielded from prevailing winds; and f. Contractor will cover the bottom of excavated areas with sheeting when work is not being performed.
47.	**DISCOVERY OF PALEONTOLOGICAL RESOURCES:** In the event that a fossil is discovered during construction of the project, excavations within 50' of the find shall be temporarily halted or delayed until the discovery is examined by a qualified paleontologist, in accordance with the Society of Vertebrate Paleontology standards. The City shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. If the find is determined to be significant and if avoidance is not feasible, the paleontologist shall design and carry out a data recovery plan consistent with the Society of Vertebrate Paleontology standards.
48.	**DISCOVERY OF ARCHAEOLOGICAL RESOURCES:** In the event of an accidental discovery of archaeological resources during grading or construction activities, Developer shall include the following language on any grading, site work, and construction plans issued for the project site: "If archaeological or cultural resources are discovered during earth-moving, grading, or construction activities, all work shall be halted within at least 50 meters (165 feet) of the find and the area shall be staked off immediately. The monitoring professional archaeologist, if one is onsite, shall be notified and evaluate the find. If a monitoring professional archaeologist is not onsite, the City shall be notified immediately and a qualified professional archaeologist shall be retained (at Developer's expense) to evaluate the find and report to the City. If the find is determined to be significant, appropriate mitigation measures shall be formulated by the professional archaeologist and implemented by the

	responsible party."
49.	**DISCOVERY OF HUMAN REMAINS:** In the event of an accidental discovery or recognition of any human remains, Developer shall include the following language in all grading, site work, and construction plans: "If human remains are found during earth-moving, grading, or construction activities, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of Santa Clara County is contacted to determine that no investigation of the cause of death is required. If the coroner determines the remains to be Native American the coroner shall contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendent (MLD) from the deceased Native American. The MLD may then make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and associated grave goods as provided in Public Resources Code Section 5097.98. The landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance if: a) the Native American Heritage Commission is unable to identify a MLD or the MLD failed to make a recommendation within 24 hours after being notified by the commission; b) the descendent identified fails to make a recommendation; or c) the landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner."
The following conditions shall be complied with AT ALL TIMES that the use permitted by this entitlement occupies the premises.	
50.	**ADDITIONS, ACCESSORY BUILDINGS, AND PATIO COVERS:** Building additions and patio covers shall conform to the zoning district, as applicable.
51.	**GARAGE USE:** Garages shall be used for resident parking only. Storage is permitted so long as it does not prevent use of garage for required vehicle parking.
52.	**LANDSCAPE MAINTENANCE:** For the life of the project, Developer shall maintain landscaping and irrigation in accordance with the approved plans, except as otherwise permitted or required by law. Significant changes to the number, placement, and selection of plant species may require a modification to this approval, to be determined by the Community Development Director or designee.

ENVIRONMENTAL PROGRAMS	
53.	Prior to issuance of building permit, developer shall complete and submit a Stormwater Developer Packet to Mark Johnson, Environmental Programs Manager, at mark.johnson@cityofgilroy.org.
BUILDING DIVISION - Conditions of Approval	
The following conditions are part of the project entitlements and must be included in the construction plans for any building permit, grading permit, or superstructure. These conditions need to be met either before the first permit is issued or by the specific deadline outlined in each condition.	
54.	**CONDITIONS OF APPROVAL:** All conditions of approval must be included in the construction drawings submitted for a building permit.
55.	**PRE-CONSTRUCTION MEETING:** A pre-construction meeting will be held before construction begins, scheduled around the time of permit issuance at a mutually agreed time and location between the project building inspector and the responsible party. This meeting will review the conditions of approval, pre-occupancy requirements, construction hours, inspection requests, project expectations, and site procedures. The applicant must ensure representation from their design and construction staff, including subcontractors.
56.	**PERMIT CARD:** The stamped and approved plans with the permit card must be present on-site at all times.
57.	**JOB SITE SIGNAGE:** Before construction begins, a weatherproof sign measuring 36 inches by 48 inches must be prominently displayed in a location clearly visible from the public right-of-way. The sign should include: • Address of the project site • Permitted hours for construction and deliveries/off-haul • Name, email address, and direct phone number of the General Contractor • Name, email address, and direct phone number of the project manager • Name and phone number of the emergency contact • Code Enforcement complaint phone number: 408-846-0251
58.	**CONSTRUCTION ACTIVITIES:** Construction activities are limited to 7 AM to 7 PM, Monday through Friday, and 9 AM to 7 PM on Saturdays, unless otherwise specified in a valid permit or approval.
59.	**CONSTRUCTION MANAGEMENT PLAN (CMP):** Submit a CMP with building/grading permit application. CMP must be approved by the building official

	before permit issuance, be binding, and be updated as conditions change. CMP must include locations for materials/equipment storage, temporary fencing, trailers, portable toilets, staging/storage, and phasing.
60.	**TEMPORARY FENCING:** Temporary fencing is required around the building site during construction to ensure security, public safety, and noise/dust mitigation. Acceptable materials include chain-link or plywood, up to 6 feet in height, which do not require permits. Fencing must be placed entirely within the project property unless letters of permission from adjacent property owners or a City encroachment permit are obtained. Fencing exceeding 6 feet in height requires review and permitting by the Building Department.
61.	**PORTABLE TOILETS**: Portable toilets used during construction shall be emptied on a regular basis as necessary to prevent odor. A containment pan is required under all portable toilets.
62.	**CONSTRUCTION STORAGE**: All construction materials, debris and equipment shall be stored on site. If that is not physically possible, an encroachment permit shall be obtained from the Department of Public Works prior to placing any construction materials, debris, debris boxes or unlicensed equipment in the right-of-way. The placing of portable restroom facilities in the City right-of-way will not be permitted.
63.	**DEMOLITION PERMIT**: Demolition permits will be issued in accordance with Section 6.1 of the Gilroy Municipal Code. Additionally, safeguards during construction must be implemented in accordance with Chapter 33 of the California Building Code.
64.	**PLAN CONFORMANCE & SUBMITTAL CONTENTS:** All improvements must comply with the City of Gilroy Municipal Code and Building Department standards. Incomplete submittals will be rejected. Improvement plan set must include civil site design, landscape site design, electrical, joint trench, and any structural landscape walls. Improvement plans must include approved Conditions of Approval as the second sheet and a cover sheet table summarizing facilities, ownership, access rights, and maintenance responsibilities.
65.	**TITLE REPORT & SITE SURVEY:** Submit Title Report with first improvement submittal. Provide a site survey for the entire parcel stamped by a California-licensed land surveyor showing property lines, streets/easements, existing buildings, contour lines, and trees/landscaping.
66.	**PAD ELEVATION CERTIFICATION & FEMA ELEVATION CERTIFICATE:** Submit pad elevation certification by a licensed land surveyor or registered civil engineer confirming pad elevations and building setbacks comply with approved plans prior to

	foundation inspection. Submit FEMA Elevation Certificate as required prior to first occupancy.
67.	**TITLE 24 & GREEN BUILDING CODE & ENERGY COMPLIANCE:** Comply with Title 24 (building, electrical, mechanical, plumbing, energy, fire, green building) and State/Federal accessibility requirements. Include the California Green Building Standards checklist on plans with required measures verified at final inspection.
68.	**GEOTECHNICAL REPORT**: Submit a stamped, signed, dated geotechnical/soil investigation with recommendations. Geotechnical Engineer must review final grading, pavement, and drainage plans and provide approval by letter or plan signature prior to permit issuance. All grading/compaction must be observed/tested by a licensed geotechnical engineer; file phase reports and provide compaction certifications prior to Building Permit final. Add Geotech notes to grading plan.
69.	**FINAL GRADING & DRAINAGE PLAN SUBMITTAL:** Submit final grading and drainage plan prepared by a licensed civil engineer with the building permit showing final grades, elevations, and on-site drainage controls to prevent runoff to adjoining properties. Identify vertical datum, survey date, and surveyor.
70.	**GRADING RESTRICTIONS, SWPPP & NOI — NPDES / EROSION CONTROL:** No earthwork between Oct 15 and Apr 15 unless City Building Official approves a Winterization Erosion Control Plan. Submit SWPPP and Erosion Control Plan as required, keep these on-site, file NOI with State Water Board, and provide a copy to the City before grading permit issuance. Add WDID# to grading plans prior to plan approval.
71.	**HYDROLOGY, CLOMR/LOMR & FLOODPLAIN FEMA:** Hydrology Engineer review to confirm finished floor elevations vs. Hydrology Study; submit letter prior to first building permit. If floodplain impacts exist, complete CLOMR-F/LOMR-F processes with FEMA or provide equivalent floodplain confirmation per City requirements; submit Elevation Certificates documenting as-built conditions.
72.	**DRAINAGE DESIGN & CALCULATIONS:** Provide drainage calculations stamped by a licensed civil engineer demonstrating no increase in downstream peak discharge and showing downstream system capacity where applicable; subject to City approval prior to first building permit. Provide sidewalk drains per City standards where necessary.
73.	**UTILITY PLANS & JOINT TRENCH:** Provide utility plans for all project portions. Submit joint trench composite plans for underground electrical, gas, telephone, cable, and communication conduits showing trench details, service stubs, meters, and vault/box preferred and alternate locations. Composite drawings must be signed by a licensed Civil or Electrical Engineer. All dry utilities to be placed

	underground.
74.	**ELECTRICAL SERVICE REQUIREMENTS:** Design and install new services in accordance with PG&E, AT&T, and local cable regulations as underground service unless otherwise approved. Transformers and switchgear cabinets to be underground unless approved by Planning Director or City Engineer. Submit underground utility plans to City prior to installation.
75.	**WATER QUALITY:** Project design shall comply with the Stormwater Management Guidance Manual for Low Impact Development & Post-Construction Requirements. The applicant shall submit the Source Control Checklist as well as the appropriate Performance Requirements Checklist found in Appendix A of the manual at the time of the initial submittal for building permit. The manual can be found at the following site: www.cityofgilroy.org/261/Storm-Water-Management
76.	**BEST MANAGEMENT PRACTICES (BMP):** The applicant shall perform all construction activities in accordance with Gilroy Municipal Code Section 27C, Municipal Storm Water Quality Protection and Discharge Controls, and Section E.10, Construction Site Storm Water Run-Off Control Program of the Regional NPDES Permit. Detailed information can be located at: www.flowstobay.org/documents/business/construction/SWPPP.pdf. This sheet shall be printed and included in all building construction plan sets permitted for construction in the City of Gilroy.
77.	**STORMWATER MANAGEMENT PLAN (SWMP) & STORMWATER CONTROL PLAN (SWCP):** Submit design-level SWMP/SWCP (8½" x 11" report) prepared by a registered civil engineer at first improvement plan submittal analyzing existing/ultimate conditions including off-site tributaries, with exhibits delineating impervious/pervious areas (hatch/shade) and signed Performance Requirement Certifications. At applicant's expense submit the SWMP/SWCP for independent third-party review; peer review results must be approved by the City Engineer prior to first building permit.
78.	**MANHOLE ACCESS TO UNDERGROUND STORM CHAMBERS:** Show two manholes within proposed storm chamber limits: one immediately after runoff enters chambers and one immediately before runoff exits.
79.	**INFILTRATION TESTING & GEOTECH REQUIREMENTS FOR STORM FACILITIES:** QSP/QSD shall test stormwater facilities to meet design infiltration rates prior to final inspection. Geotechnical double-ring percolation testing and a 50% safety factor shall be used; include stormwater design/percolation section in geotechnical report.

80.	**BMP RAM INVENTORY & PCR BENCHMARK FORMS:** Upon completion of stormwater facilities, a qualified QSP shall submit the City BMP RAM inventory data report and the PCR Benchmark form to pcr.inspections@cityofgilroy.org to the satisfaction of the Building Official.
81.	**STORMWATER OPERATIONS & MANAGEMENT AGREEMENT:** Execute the City-standard Stormwater Management Facilities Maintenance Agreement (Chapter 7.39.210–230) prior to first occupancy. Agreement must include owner O&M schedule, City right to perform/charge for neglected maintenance, requirement for repairs per City-approved plans, and identification of responsible parties. Record O&M responsibilities on the deed where applicable.
82.	**STORMWATER INSPECTIONS & REPORTING:** Inspect stormwater facilities at least twice annually (Fall by Oct 1; Winter by Mar 15). Maintain written records including site address, date/time, inspector, facilities inspected, condition, maintenance needed, and reinspection need. Submit inspection reports to Building Division by Oct 1 and Mar 15. During construction QSD/QSP must provide weekly inspection reports. Failure to comply may result in correction notices, citations, or stop orders.
83.	**REGIONAL BOARD REVIEW / AUDIT — REGIONAL COMPLIANCE:** Provide stormwater design and SWMP/SWCP documents for Central Coast Regional Board review if requested; obtain any required Regional Board approvals/acknowledgments prior to permit issuance.
84.	**LANDSCAPE & TREATMENT AREAS:** Coordinate landscaping with stormwater treatment areas. Landscaping within treatment areas does not count toward site landscaping requirements. Identify treatment areas and ensure plant selection compatibility; do not route sewer facilities through treatment areas.
85.	**SITE LIGHTING & PHOTOMETRIC PLAN:** Submit a photometric plan meeting IES standards: average 1 fc, min 0.3 fc, and max average ratio 4:1 for accessible parking, driveways, circulation, aisles, passageways, and adjacent grounds. Limit light spill and shield sources. Photometric plan approval required by the Building Official or City Engineer.
86.	**STORM DRAIN INLET MARKING — NO DUMPING LABELS:** Mark all storm inlets on and adjacent to the parcel with “No Dumping! Flows to Bay” or equivalent per City standards.
87.	**FLOOR DRAINS — SANITARY CONNECTION:** All floor drains must connect to the sanitary sewer, not the storm system. Show plumbing connections on plans for City Engineer approval.

88.	**VEHICLE CIRCULATION & AUTOTURN ANALYSIS:** Show solid waste and emergency vehicle circulation movements on a separate plan sheet using AutoTurn swept-path analysis to City Engineer satisfaction.
89.	**HAUL PERMIT FOR OFF-HAUL/ON-HAUL — HAULING WITHIN CITY:** If excess fill or cut will be hauled to/from a site within Gilroy city limits, obtain a Haul Permit and note the requirement on the Grading and Drainage Plan.
90.	**PERMITS FROM OTHER AGENCIES — EXTERNAL PERMITS:** Obtain required federal, state, and local permits (e.g., RWQCB, Santa Clara Valley Water District, County Roads/Airports, habitat permits). Provide verification to Public Works/City Engineer before City permits issued. Reimburse City for fees if City is required to be a party to permit application.
91.	**DEVELOPER STORMWATER QUALITY RESPONSIBILITY — CONTRACTOR AWARENESS:** Developer must ensure contractors are aware of and implement stormwater quality measures; failure may result in correction notices, citations, or stop orders. Developer is responsible for City abatement costs for neglected maintenance or emergency repairs.
92.	**UTILITY PLANS:** A utility plan shall be provided for all portions of the projects as specified within these conditions of approval. To ensure coordination between the applicant and the relevant utility company: a. The applicant shall provide joint trench composite plans for the underground electrical, gas, telephone, cable television, and communication conduits and cables including the size, location and details of all trenches, locations of building utility service stubs and meters and placements or arrangements of junction structures as a part of the Improvement Plan submittals for the project. Show preferred and alternative locations for all utility vaults and boxes if project has not obtained PG&E approval. A licensed Civil or Electrical Engineer shall sign the composite drawings and/or utility improvement plans. (All dry utilities shall be placed underground). b. The applicant shall negotiate any necessary right-of-way or easement with PG&E, or any other utilities, subject to the review and approval by the Engineering Division and the utility companies. c. A note shall be placed on the joint trench composite plans which states that the plan agrees with City Codes and Standards and that no underground utility conflict exists.
93.	**PRE-MANUFACTURED TRAILER**: A construction trailer shall be allowed to be placed on the project site for daily administration/coordination purposes during the construction period. At no time shall campers, trailers, motor homes, or any other vehicle be used as living or sleeping quarters on the construction site. All such vehicles shall be removed from the site at the end of each workday. A building permit is required for the installation of a pre-manufactured trailer.

94.	**PLAN MODIFICATIONS**: The acceptance of the plans does not absolve the developer from correcting any mistakes, errors, or omissions found in them. If the public interest necessitates changes during construction, the City has the authority to require modifications to the accepted plans and will specify how these changes should be implemented.
95.	**BICYCLE PARKING: Short-term bicycle parking**. Provide bicycle racks, for 5 percent of new visitor parking spaces added, with a minimum of one two-bike capacity "inverted U," or equivalent as approved by the Community Development Director. The bicycle rack must secure the frame and both wheels. Racks should be located near the building entrance (i.e., within constant visual range) unless it is demonstrated that they create a public hazard or locating them there is otherwise infeasible. If space is unavailable near building entrances, the racks must be designed to protect the lock from physical assault. Bicycle lockers may be provided in addition to bicycle racks. **Long-term bicycle parking for multifamily buildings.** Provide on-site bicycle parking at a ratio of one parking space for every one dwelling unit. Acceptable parking facilities shall be conveniently accessed from the street and may include, but not be limited to: 1. Covered, lockable enclosures with permanently anchored bicycle parking devices or racks. 2. Lockable bicycle storage rooms with permanently anchored bicycle parking devices or racks (garage storage satisfies this requirement). 3. Lockable, weatherproof, permanently anchored bicycle lockers.

PUBLIC WORKS CONDITIONS OF APPROVAL

The following conditions authorize the specific terms and are a part of the project ENTITLEMENT(S); and which shall be addressed on the construction plans submitted for any BUILDING PERMIT, GRADING PERMIT or SUPERSTRUCTURE, and shall be satisfied prior to issuance of whichever permit is issued first, or if another deadline is specified in a condition, at that time.

96.	**PAYMENT OF PUBLIC WORKS PLAN CHECK AND INSPECTION FEE**: At the time of first improvement plan submittal, the applicant shall submit a $25,000 (Twenty Five thousand dollars) initial deposit for project plan check and construction inspection. This deposit will be credited/accounted toward final plan check and inspection fee for the project. In addition, the applicant shall submit a detailed project cost estimate prepared by the project engineer, to approval of the City Engineer, with the initial project plan submittal. The cost estimate shall be broken out into on-site and off-site improvements. Prior to plan approval, the applicant shall submit a final cost estimate and pay 100% of the plan check and inspection fees. *(PUBLIC WORKS)*.

97.	**PLAN SUBMITTAL**: The Engineering improvement plans (onsite and offsite) shall be strictly prepared and submitted per Public Works submittal checklist, which can be found in the Public Works, Land Development website or by contacting the land development group at 408-846-0220. Improvement plans are required for both on-site and off- site improvements, and the improvement plan set cover sheet shall include an index referencing on-site and off-site improvements. All improvements shall be designed and constructed in accordance with the City of Gilroy Municipal Code and Standard Specifications and Details, and are subject to all laws of the City of Gilroy by reference. Site improvement plans submittal shall also include all subdivision and/or mapping documents by the project Land Surveyor. Submittals will be deemed incomplete and will not be accepted if: 1) submittals do not include the Public Works Submittal Checklist signed by the Engineer of Record, and 2) submittals do not include all items per the Public Works Submittal Checklist requirements. *(PUBLIC WORKS)*
98.	**HABITAT CONSERVATION PLAN:** The Developer shall obtain the required Habitat Conservation Plan (HCP) Permit and pay the applicable fees prior to the issuance of a grading permit or improvement plan approval. (PUBLIC WORKS)
99.	**UTILITY PLANS**: Joint Trench Plans shall be approved and included with the complete set of improvement plans. Developer is responsible for Joint Trench consultant kickoff and start of the Joint Trench design in a manner that includes PGE design and approval process. A complete site improvement submittal shall include approved Joint Trench Plans. a. Joint trench plans shall include underground electrical, gas, telephone, cable television, and communication conduits and cables including the size, location and details of all trenches, locations of building utility service stubs and meters and placements or arrangements of junction structures as a part of the Improvement Plan submittals for the project. A licensed Civil or Electrical Engineer shall sign the composite drawings and/or utility improvement plans. (All dry utilities shall be placed underground). b. A “Will Serve Letter” shall be provided for each utility company expected to service the subdivision. Early coordination with the utility companies is necessary to obtain this letter. Coordination of City utilities shall be through the Engineering Division. *(PUBLIC WORKS)*
100.	**UTILITY RESPONSIBILITIES**: Storm and sewer utilities in private areas shall be privately owned and privately maintained. The water system in Gilroy is owned and maintained by the City. Conversely, public utilities within utility easements on private property remain the responsibility of the individual utility companies to maintain. The plans shall note the inspection, ownership and maintenance responsibility for each utility shown on the plans within a Table of Responsibilities on the project cover sheet of the improvement plans submitted with the initial plan submittal. The table shall include the list of streets, the responsible party for inspection of the improvements, who is responsible for the ownership

	of the utility, and who is responsible for the maintenance of the utility. An example of this table, including the types of utilities to be listed, can be provided by the Engineering Division upon request. *(PUBLIC WORKS)*
101.	**UTILITIES:** All new services to the development shall be "underground service" designed and installed in accordance with the Pacific Gas and Electric Company, AT&T (phone) Company and local cable company regulations. Transformers and switch gear cabinets shall be placed underground unless otherwise approved by the Planning Director and the City Engineer. Underground utility plans must be submitted to the City prior to installation. *(PUBLIC WORKS)*
102.	**PREPARATION OF ELECTRICAL PLANS**: The project electrical plans shall be prepared by a registered professional engineer experienced in preparing these types of plans. The applicant shall submit, with the improvement plans submitted with the initial plan submittal, a letter from the design Electrical or Civil Engineer that states the electrical plan conform to City Codes and Standards, and to the approved improvement plans. The letter shall be signed and stamped by the professional engineer that prepares the improvement plans. *(PUBLIC WORKS)*
103.	**EXISTING FACILITIES PROTECTION**: All existing public utilities shall be protected in place and if necessary relocated as approved by the City Engineer. No permanent structure is permitted within City easements without the approval of the City of Gilroy. *(PUBLIC WORKS)*
104.	**DEVELOPER STORM WATER QUALITY RESPONSIBILITY**: The developer is responsible for ensuring that all contractors are aware of all storm water quality measures, and implement such measures. Failure to comply with the approved construction BMPs will result in the issuance of correction notices, citations, or a project stop order. *(PUBLIC WORKS)*
105.	**BEST MANAGEMENT PRACTICES (BMP)**: The applicant shall perform all construction activities in accordance with Gilroy Municipal Code Section 27C, Municipal Storm Water Quality Protection and Discharge Controls, and Section E.10, Construction Site Storm Water Run-Off Control Program of the Regional NPDES Permit. Detailed information can be located at: www.flowstobay.org/documents/business/construction/SWPPP.pdf. This sheet shall be printed and included in all building construction plan sets permitted for construction in the City of Gilroy. *(PUBLIC WORKS)*
106.	**FIRE DEPARTMENT HYDRANT FLOW TEST**: The applicant shall perform a Fire Hydrant flow test to confirm the water system will adequately serve the development, and will modify any part of the systems that does not perform to the standards established by the City. Applicant shall coordinate with Fire Department for the Fire Hydrant flow test. The flow test results shall be submitted with the initial plan submittal. *(PUBLIC WORKS)*
107.	**WATER CONSERVATION**: The project shall fully comply with the measures required by the City's Water Supply Shortage Regulations Ordinance (Gilroy City

	Code, Chapter 27, Article VI), and subsequent amendments to meet the requirements imposed by the State of California's Water Board. This ordinance established permanent voluntary water saving measures and temporary conservation standards. *(PUBLIC WORKS)*
108.	**PROJECT STUDIES**: The applicant shall submit, for City approval, onsite water, sewer, and storm drain studies. These studies shall provide the supporting hydraulic calculation for pipe sizing per the City Standard Design Guidelines. Studies shall confirm that the proposed slopes and capacities (for gravity systems). Pressurized systems shall confirm water pressures and project demands for domestic and fire flow conditions per City Design Guidelines. Additionally, the study shall include calculations confirming that the proposed design meets City Standard flow velocities *(PUBLIC WORKS)*
109.	**STORMWATER MANAGEMENT PLAN**: At first improvement plan submittal, the applicant shall submit a Storm Water Management Plan (SWMP) prepared by a registered Civil Engineer. The SWMP shall analyze the existing and ultimate conditions and facilities, and the study shall include all off-site tributary areas. Study and the design shall be in compliance with the City's Stormwater Management Guidance Manual (latest edition). Existing off-site drainage patterns, i.e., tributary areas, drainage amount, and velocity shall not be altered by the development. The plan shall be to the approval of the City Engineer and shall be approved prior to the issuance of the building permit. *(PUBLIC WORKS)*
110.	**WATER QUALITY**: Project design shall comply with the Stormwater Management Guidance Manual for Low Impact Development & Post-Construction Requirements. The applicant shall submit the Source Control Checklist as well as the appropriate Performance Requirements Checklist found in Appendix A of the manual at the time of the initial submittal for building permit. The manual can be found at the following site: www.cityofgilroy.org/261/Storm-Water-Management . *(PUBLIC WORKS)*
111.	**STORMWATER CONTROL PLAN**: At first improvement plan submittal, the applicant shall submit a design level Stormwater Control Plan Report (in 8 ½ x 11 report format), to include background, summary, and explanation of all aspects of stormwater management. The report shall also include exhibits, tables, calculations, and all technical information supporting facts, including but not limited to, exhibit of the proposed site conditions, which clearly delineates impervious and pervious areas on site. The plan shall provide a separate hatch or shading for landscaping/pervious areas on-site including those areas that are not bio-retention areas. This stormwater control plan report format does not replace, or is not in-lieu of any stormwater control plan sheet in the improvement plans. The stormwater control plan shall include a signed Performance Requirement Certifications specified in the Stormwater Guidance Manual. At applicant's sole expense, the stormwater control plan shall be submitted for review by an independent third party accepted by the City for compliance. Result of the peer review shall be submittal

	and approved by the City Engineer prior to the issuance of the first building permit. *(PUBLIC WORKS)*
112.	**BMP RAM INVERTORY DATA REPORT:** At the time of completion of the stormwater facilities for the project, the applicant shall acquire a qualified QSP to complete and submit the City of Gilroy's BMP RAM inventory data report sheet to the satisfaction of the City Engineer. The document shall be submitted directly to pcr.inspections@cityofgilroy.org for processing. *(PUBLIC WORKS)*
113.	**PCR BENMARK FORM:** At the time of completion of the stormwater facilities for the project, the applicant shall acquire a qualified QSP to complete and submit the City of Gilroy's PCR Benchmark form to the satisfaction of the City Engineer. The document shall be submitted directly to pcr.inspections@cityofgilroy.org for processing. *(PUBLIC WORKS)*
114.	**REPAIR OF PUBLIC IMPROVEMENTS**: The applicant shall repair or replace all existing improvements not designated for removal, and all new improvements that are damaged during construction or removed because of the applicant's operations. The applicant shall request a walk-through with the Engineering Construction Inspector before the start of construction to verify existing conditions. Said repairs shall be completed prior to the first occupancy of the project. *(PUBLIC WORKS)*
115.	**SIGHT DISTNACE / VISIBILITY** : Project shall conduct and confirm a site visibility analysis at the project entrance and the intersection of Church St/Howson St based on stopping distance and design speed of existing streets. Public Works shall confirm existing street design speeds. Results of site visibility results, plus proper safety factors, shall be the basis for establishing no parking zones along the project frontages. *(PUBLIC WORKS)*
116.	**DRIVEWAY DESIGN**: Driveway grades at all Private Alleys shall be designed to keep a standard design vehicle from dragging or "bottoming out" on the street or driveway, and to keep water collected in the street from flowing onto the lots. The details of such design shall be provided on the site civil plans to the satisfaction of the City Engineer. Since Auto Turn design tools are not useful for this purpose, design Civil Engineer shall model using a frame-by-frame analysis to demonstrate the COA objectives. *(PUBLIC WORKS)*
117.	**CHURCH STREET ENTRANCE**: This entrance will be secured with an entranced and gate design acceptable to the City Engineer. It shall be limited to Emergency Vehicles and Solid Waste vehicles. Gate will be secured and controlled with remote access and/or other measures acceptable to the City Engineer. The entrance gate shall be privately owned and maintained. To ensure entrance used by unauthorized vehicle during in the event of long periods of gate malfunction, Developer shall install an alarm system on the gate managed by a third party alarm

	company that will inform the HOA of immediate corrective action. *(PUBLIC WORKS)*
118.	**GRADING & DRAINAGE**: All grading activity shall address National Pollutant Discharge Elimination System (NPDES) concerns. There shall be no earthwork disturbance or grading activities between October 15th and April 15th unless otherwise approved by the City Engineer. If approved, the applicant shall submit a Winterization Erosion Control Plan to the City Engineer for review and approval. This plan shall incorporate erosion control devices and other techniques in accordance with Gilroy Municipal Code § 27C to minimize erosion. Specific measures to control sediment runoff, construction pollution and other potential construction contamination sediment runoff, construction pollution and other potential construction contamination shall be addressed through the Erosion Control Plan and Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall supplement the Erosion Control Plan and project improvement plans. These documents shall also be kept on-site while the project is under construction. A Notice of Intent (NOI) shall be filed with the State Water Resources Control Board, with a copy provided to the Engineering Division before a grading permit will be issued. A project WDID# shall be added to the grading plans prior to plan approval. *(PUBLIC WORKS)*
119.	**GEOTECHNICAL ENGINEER**: Prior to building permit issuance, the applicant's Geotechnical Engineer shall review the final grading, pavement design and drainage plans to ensure that said designs are in accordance with the recommendations or the project geotechnical study, and the peer review comments. The applicant's Geotechnical Engineer's approval shall then be conveyed to the City either by letter, or by signing the plans. All grading operations and soil compaction activities shall be per the approved project's design level geotechnical report. All grading activities shall be conducted under the observation of, and tested by, a licensed geotechnical engineer. A report shall be filed with the City of Gilroy for each phase of construction, stating that all grading activities were performed in conformance with the requirements of the project's geotechnical report. The applicant shall add this condition to the general notes on the grading plan. Certification of grades and compaction are required prior to Building Permit final. This statement must be added as a general note to the Grading and Drainage Plan. *(PUBLIC WORKS)*
120.	**ENCROACHMENT PERMITS, BONDS, AND INSURANCE**: The applicant must obtain an encroachment permit for any work in the public right of way. This encroachment permit shall be obtained prior to the first permit issuance with expectations that all plans will be reviewed/completed at the same time. No

	permanent structures are permitted within the City right-of-way, or within any City easement. The applicant shall have street improvement plans prepared for all work in the public right-of-way by a licensed civil engineer, whose signed engineer's stamp shall appear on the plans. Final construction plans and specifications shall be approved by the City Engineer, and released for construction, prior to the issuance of the encroachment permit. The applicant is required to confirm the location of existing utility lines along the project frontage by potholing. Prior to any potholing, applicant shall submit a pothole plan for City review and approval. Applicant shall provide the pothole result to the City Engineer prior to final design. Right-of-way improvements shall include all complete street frontage improvements, including but not limited to Howson Street Frontage: remove and replace curb and gutter, sidewalk, landscape, lighting, curb ramps. Along Church Street: remove and replace curb and gutter, sidewalk, landscape, lighting, curb ramps. *(PUBLIC WORKS)*
121.	**SITE LIGHTING STANDARDS**: The applicant shall submit a photometric plan for on-site lighting showing lighting levels to Illuminating Engineering Society (IES) Standards. The plan shall comply with the requirement of an average of 1 foot-candle with a 4:1 minimum to average ratio and a minimum lighting of 0.3 foot-candle. This lighting standard is applicable to all accessibly parking lots, driveways, circulation areas, aisles, passageways, recesses, and accessible grounds contiguous to all buildings. The lighting system shall be so designed as to limit light spill beyond property lines and to shield the light source from view from off site. The photometric plan shall be approved by the City Engineer. *(PUBLIC WORKS)*
122.	**STREET LIGHTING STANDARDS**: The applicant shall submit plans for street/sidewalk showing lighting levels to Illuminating Engineering Society (IES) Standards. The plan shall comply with lighting requirements as follows: • Arterial Streets: 1.0fc average 3/1 average to minimum uniformity .34fc minimum • Collector Streets: .60fc average 4/1 average to minimum uniformity .15fc minimum • Local streets: .40fc average 6/1 average to minimum uniformity .07fc minimum • High volume intersection: 1.1fc average 3/1 average to minimum uniformity .40fc minimum • Low volume intersection: .70fc average 4/1 average to minimum uniformity .18fc minimum The applicant shall submit a photometric plan identifying how these lighting levels are being met given the site geometrics, using City Standard street lights, and a Type III lighting distribution. The width of the street and lighting levels shall

	determine the lighting spacing. Street lights and pull boxes shall be installed in the planter strip if one is present, or behind the back of walk where feasible so as to maintain sidewalk clear of obstructions to the approval of the City Engineer. The photometric plan shall be approved prior to the issuance of the building permit. *(PUBLIC WORKS)*
123.	**FENCES AND OTHER PERMANENT STRUCTURES WITHIN CITY RIGHT-OF-WAY**: The applicant shall locate all project fencing and foundation of a permanent nature within the project's property and out of the City right-of-way and public easement areas. *(PUBLIC WORKS)*
124.	**FLOOR DRAINS**: All floor drains shall be plumbed to connect to the sanitary sewer system, and shall not be connected to stormwater collection system. The plumbing connections shall be shown on the plans to the approval of the City Engineer. *(PUBLIC WORKS)*
125.	**STORM DRAIN INLETS AND WATERWAYS**: Per the City's Clean Water Program's requirements, the applicant shall mark with the words "No Dumping! Flows to Bay," or equivalent, using methods approved by the City standards on all storm inlets surrounding and within the project parcel. *(PUBLIC WORKS)*
126.	**GARBAGE/RECYCLE STORAGE AND SERVICE**: The applicant shall provide an adequate area for the purposes of storing garbage and recycling collection containers for scheduled servicing by the franchise solid waste collection service. The containers shall be placed at the service location allowing enough room for the truck to safely approach the containers. A letter shall be provided, to the approval of the City Engineer, from the City's franchise solid waste collection service provider (Recology) confirming serviceability and site accessibility of the solid waste pickup as designed and shown on the project plans. Contact Recology at 408-842-3358. *(PUBLIC WORKS)*
127.	**UNDERGROUND FRONTAGE UTILITY LINES**: The applicant must underground all overhead utilities running through the property and along the project frontage, and remove all related utility poles, along the project frontage from utility pole to utility pole. Limits for underground shall be to the nearest upstream and downstream pole nearest to the frontage property line limits. The applicant shall be responsible for the coordination with all utility companies existing on the poles and coordinate for their undergrounding or relocation as necessary so that the project frontage is free from utilities to the approval of the City Engineer. The applicant shall submit plans for this undergrounding work with the civil plans submitted with the first building permit. Permitting for this undergrounding work shall occur prior to the issuance of the first building permit unless otherwise approved by the City Engineer. *(PUBLIC WORKS)*

128.	**DRAINAGE:** Drainage designed into landscaping with the purpose of reducing volume or improving quality of runoff from the site shall be implemented according to the requirements of the Stormwater Management Guidance Manual for Low Impact Development & Post Construction Requirements (June 2015) and shall also be, subject to the approval of the City Engineer. Where necessary, sidewalk drains per the City Standard Drawing shall be provided to direct the water under the sidewalk and through the curb. No increase to the peak discharge shall be permitted downstream. In addition, discharge must conform to any non-point source permit issued by the Regional Water Quality Control Board. Drainage improvements made on-site shall conform to standard engineering practices and shall not allow any site drainage to impact adjacent properties. All drainage capacity calculations shall be performed by a licensed Civil Engineer, whose signed engineer's stamp shall appear on the calculations sheets, and shall be submitted to the City for review and approval with the project civil plans. For projects that include permanent structural controls for water quality protection, the O&M (operation and maintenance) procedures for such control features shall be submitted in a site-specific Stormwater Control Plan (SWCP) which shall be reviewed and approved prior to occupancy. A formal O&M Agreement shall specify the owner's responsibility to ensure their ongoing effective operation and maintenance. Such O&M responsibility requirements shall be recorded on the property deed. If the project is proposing to connect to an existing storm drain system within or downstream from the site, the design engineer shall provide calculations with the final design plans to demonstrate that the downstream drainage system has adequate capacity to accommodate the additional site flows being added to the system for the design storm per City Standards. The calculations shall be to the approval of the City Engineer prior to the issuance of the first building permit. *(PUBLIC WORKS)*
129.	**SITE LANDSCAPING COORDINATION**: The site landscaping needs to be coordinated between the stormwater treatment area and the overall site landscaping plan area. The landscaping within the stormwater treatment area will not count towards the site landscaping requirement. Stormwater treatment areas should be identified on the site first, and then site landscaping to make sure the correct plant material is identified for each area. Some site landscaping plant material may not be suitable in stormwater treatment areas due to the nature of the facility. Sewer facilities cannot be aligned through stormwater treatment facilities. It is the applicant's responsibility to coordinate the civil stormwater treatment facilities and the plans from the project landscaper. *(PUBLIC WORKS)*
130.	**ADDRESS PLAN**: The applicant shall submit to the Public Works Department a final address plan. The plan shall be substantially in conformance with the address plan approved with the Arch & Site application. Said submittal shall be approved by the City Engineer prior to the submittal of plans for any demolition permit, building

	permit, or site development permit and shall be satisfied prior to issuance of whichever permit is issued first. *(PUBLIC WORKS)*
131.	**DEVELOPMENT IMPACT FEE**: The applicant shall pay a fee proportional to the project's share for the following City Impact Fees: Street Trees Impact Fee: $2,433.02 Storm Water Impact Fee: $1,999.95 Sanitary Sewer Impact Fee: $322,308.00 Water Impact Fee: $82,740.00 Traffic Impact Fee: $476,070.00 Public Facilities Impact Fee: $854,700.00 The estimated impact fees are based on the planning approved plans and are only estimates at the time of planning approval. The actual impact fee will be calculated based on building permit plans submitted, and the fees approved by the City Council in place at the time of the building permit submittal. Fees shown here are for impact fees only and do not include plan check and inspection fees. Impact fees shall be collected by the Public Works Department and paid on an individual unit building permit basis. *(PUBLIC WORKS)*
132.	**CONSTRUCTION NOTICING**: At least one week prior to commencement of any on or off-site work, the applicant shall post at the site, and to property owners within (300') three hundred feet of the exterior boundary of the project site a notice that construction work will commence on or around the stated date. The notice shall include a list of contact persons with name, title, phone number and area of responsibility. The person responsible for maintaining the list shall be included. The list shall be current at all times and shall consist of persons with authority to initiate corrective action in their area of responsibility. The names of individuals responsible for dust, noise and litter control shall be expressly identified in the notice. Noticing shall be in both English and Spanish. The notice shall be submitted for review to the approval of the City Engineer two weeks prior to the issuance of the building permit. *(PUBLIC WORKS)*
133.	**RECORD DRAWINGS**: The applicant shall submit one full set of original record drawings and construction specifications for all off-site improvements to the Department of Public Works. All underground facilities shall be shown on the record drawings as constructed in the field. The applicant shall also provide the City with an electronic copy of the record drawings in the AutoCAD Version being used by the City at the time of completion of the work. The applicant shall also submit an AutoCAD drawing file of all consultants composite basemap linework showing all public improvements and utility layouts. This condition shall be met prior to the release of utilities, final inspection, or issuance of a certificate of

	occupancy, whichever occurs first. *(PUBLIC WORKS)*
134.	**PAVEMENT RESTORATION**: To ensure a rehabilitated and improved road surface condition as a new subdivision development, and due to new utility cuts along the project frontage, the applicant shall complete the following along pavement restoration: Church St frontage curb to curb – Type II slurry. Cost sharing with City will apply if developer does not have trench work beyond the street centerline. Howson St curb to curb – Type II slurry. Cost sharing with City will apply if developer does not have trench work beyond the street centerline. Church/Howson Intersection – 3 inch AC grind and pave. This item is subject to cost sharing and 50% cost reimbursement by City. (PUBLIC WORKS)
135.	**STORMWATER MANAGEMENT FACILITIES MAINTENANCE AGREEMENT**: The applicant shall execute a Stormwater Management Facilities Maintenance Agreement with the City Engineer as specified in Chapter 7.39.210-230 of the Stormwater Management and Discharge Control ordinance. The agreement shall outline the operation and maintenance (O&M) plan for the permanent storm water treatment facilities. The City-Standard Stormwater BMP Operation and Maintenance Agreement will be provided by Public Works Engineering. The agreement shall include the following: a. This Agreement shall also provide that in the event that maintenance or repair is neglected, or the stormwater management facility becomes a danger to public health or safety, the city shall have the authority to perform maintenance and/or repair work and to recover the costs from the owner. b. All on-site stormwater management facilities shall be operated and maintained in good condition and promptly repaired/replaced by the property owner(s) or other legal entity approved by the City. c. Any below ground structures used as part of stormwater design shall include a pre-treatment device (such as vortex or hydrodynamic separator), to ensure sediment and trash capture. Pretreatment is required for long term maintenance only of below ground structures, separate and not a part of the approved methods for stormwater compliance. d. Any repairs or restoration/replacement and maintenance shall be in accordance with City-approved plans. e. The property owner(s) shall develop a maintenance schedule for the life of any stormwater management facility and shall describe the maintenance to be completed, the time period for completion, and who shall perform the maintenance. This maintenance schedule shall be included with the approved Stormwater Runoff Management Plan. This agreement shall be executed prior to the first occupancy of the building. *(PUBLIC WORKS)*
136.	**STORMWATER MANAGEMENT FACILITIES INSPECTION:** The Stormwater Management Facilities Maintenance Agreement work shall require inspections be

	performed which shall adhere to the following: a. To comply with the State Stormwater requirements and the NPDES permit, the applicant shall secure a QSD or QSP to maintain all erosion control and BMP measures during construction. The applicant's QSD or QSP shall provide the City weekly inspection reports to the approval of the City Engineer. b. Stormwater facility inspections shall be done at least twice per year, once in Fall by October 1st, in preparation for the wet season, and once in Winter by March 15th. Written records shall be kept of all inspections and shall include, at minimum, the following information: 1. Site address; 2. Date and time of inspection; 3. Name of the person conducting the inspection; 4. List of stormwater facilities inspected; 5. Condition of each stormwater facility inspected; 6. Description of any needed maintenance or repairs; and 7. As applicable, the need for site re-inspection. c. Upon completion of each inspection, an inspection report shall be submitted to Public Works Engineering no later than October 1st for the Fall report, and no later than March 15th of the following year for the Winter report. d. Before commencing any grading or construction activities, the applicant shall obtain a National Pollutant Discharge Elimination System (NPDES) permit and provide evidence of filing of a Notice of Intent (NOI) with the State Water Resources Control Board. e. The applicant is responsible for ensuring that all contractors are aware of all storm water quality measures and implement such measures. Failure to comply with the approved construction BMPs will result in the issuance of correction notices, citations or a project stop order. f. Sequence of construction for all stormwater facilities (bioswales, detention/ retention basins, drain rock, etc.) shall be done toward final phases of project to prevent silting of facilities and reduce the intended use of the facilities. g. Prior to final inspection, all stormwater facilities will be tested by a certified QSP or QSD to meet the minimum design infiltration rate. All tests shall be made at on 20 ft x 20ft grid pattern over the surface of the completed stormwater facility unless otherwise approved by the City Engineer. All soil and infiltration properties for all stormwater facilities shall be evaluated by the geotechnical engineer. Percolation tests (using Double Ring Infiltrometer Testing with appropriate safety factors) at horizontal and vertical (at the depth of the stormwater facility) shall be conducted for each stormwater facility. A 50% safety factor shall be applied to the calculated percolation test and shall be used as the basis for design (the design percolation rate). The geotechnical report shall include a section designated for stormwater design, including percolation results and design parameters. *(PUBLIC WORKS)*
137.	**REGIONAL BOARD STORMWATER REVIEW**: This project may be subject to an

	audit by the Central Coast Regional Board. City may be required to provide the project stormwater design and storm water management plan for Regional Board review and comment. Prior to building permit issuance, the project shall receive approval or acknowledgment by the Regional Board. The project may need to provide the Regional Board any and all necessary documents (including reports, technical data, plans, etc.) for the Regional Board approval. *(PUBLIC WORKS)*
The following conditions shall be complied with AT ALL TIMES DURING THE CONSTRUCTION PHASE OF THE PROJECT, or if another deadline is specified in a condition, at that time.	
138.	**PUBLIC IMPROVEMENTS -** All required public improvements must be constructed and accepted by the City prior to issuance of the first and any subsequent certificate of occupancy, unless approved by City Engineer/Public Works Director. *(PUBLIC WORKS)*
139.	**PUBLIC WORKS CONSTRUCTION ACTIVITIES**: The City shall be notified at least fifteen (15) working days prior to the start of any construction work, and at that time the contractor shall provide a project construction and phasing schedule, and a 24-hour emergency telephone number list. The initial schedule shall be in Microsoft Project, or an approved equal, and shall identify all detail construction tasks for full project completion, including the critical path. After the initial critical path schedule, Developer shall be update and submit weekly a 5 week look-ahead schedule. The approved construction and phasing schedule shall be shared with Gilroy Unified School District (GUSD) to avoid traffic impacts to surrounding school functions. An approved construction information handout(s) shall also be provided to GUSD to share with school parents. *(PUBLIC WORKS)* a. All work shown on the improvement plans shall be inspected to the approval of the City Engineer as applicable. Uninspected work shall be removed as deemed appropriate by the City Engineer. b. Construction activities related to the issuance of any Public Works permit shall be restricted to the weekday between 7:00 a.m. and 7:00 p.m., Saturday work is not allowed under any circumstances. Developer can request Saturday work only on specific circumstances and only if approved by the City Engineer. No work shall be done on Sundays and on City Holidays. Please note that no work shall be allowed to take place within the City right-of-way after 5:00 p.m. Monday through Friday. In addition, no work being done under the issuance of a Public Works encroachment permit may be performed on the weekend unless prior approvals have been granted by Public Works. The City Engineer may apply additional construction period restrictions, as necessary, to accommodate standard commute traffic along arterial roadways and

along school commute routes. Signs outlining the project construction times shall be posted at conspicuous locations on site where it is visible to the public. The signs shall be per the City Standard Drawing for posting construction hours. The sign shall be kept free of graffiti at all times. Contact the Public Works Department to obtain sample City Standard sign outlining hours of operation.

c. The allowed hours of Public Works construction activities may be waived or modified through an exemption, for limited periods, if the City Engineer finds that the following criteria are met:

i. Permitting extended hours of construction will decrease the total time needed to complete the project thus mitigating the total amount of noise associated with the project as a whole; or,

ii. Permitting extended hours of construction are required to accommodate design or engineering requirements, such as a large concrete pour. Such a need would be determined by the project's design engineer and require approval of the City Engineer.

iii. An emergency situation exists where the construction work is necessary to correct an unsafe or dangerous condition resulting in obvious and eminent peril to public health and safety. If such a condition exists, the City may waive any of the remaining requirements outlined below.

iv. The exemption will not conflict with any other condition of approval required by the City to mitigate significant impacts.

v. The contractor or owner of the property will notify residential and commercial occupants of property adjacent to the construction site of the hours of construction activity which may impact the area. This notification must be provided three days prior to the start of the extended construction activity.

vi. The approved hours of construction activity will be posted at the construction site in a place and manner that can be easily viewed by any interested member of the public.

vii. The City Engineer may revoke the exemption at any time if the contractor or owner of the property fails to abide by the conditions of exemption or if it is determined that the peace, comfort and tranquility of the occupants of adjacent residential or commercial

properties are impaired because of the location and nature of the construction. The waiver application must be submitted to the Public Works Construction Inspector ten (10) working days prior to the requested date of waiver.

d. The following provision to control traffic congestion, noise, and dust shall be followed during site excavation, grading and construction:

i. All construction vehicles should be properly maintained and equipped with exhaust mufflers that meet State standards.

ii. Blowing dust shall be reduced by timing construction activities so that paving and building construction begin as soon as possible after completion of grading, and by landscaping disturbed soils as soon as possible.

iii. Further, water trucks shall be present and in use at the construction site. All portions of the site subject to blowing dust shall be watered as often as deemed necessary by the City, or a minimum of three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites in order to insure proper control of blowing dust for the duration of the project.

iv. Watering on public streets, and wash down of dirt and debris into storm drain systems will not be allowed. Streets will be cleaned by street sweepers or by hand as often as deemed necessary by the Construction Inspector, or at least once a day. Watering associated with on-site construction activity shall take place between the hours of 8 a.m. and 5 p.m. and shall include at least one late-afternoon watering to minimize the effects of blowing dust. Recycled water shall be used for construction watering to manage dust control where possible, as determined by the City Engineer. Recycled water shall be billed at the municipal industrial rate based on the current Santa Clara Valley Water District's municipal industrial rate. Where recycled water is not available potable water shall be used. All potable construction water from fire hydrants shall be metered and billed at the current portable fire hydrant meter rate.

v. All public streets soiled or littered due to this construction activity shall be cleaned and swept on a daily basis during the workweek to the satisfaction of the Construction Inspector.

vi. Construction grading activity shall be discontinued in wind

	conditions that in the opinion of the Public Works Construction Inspector cause excessive neighborhood dust problems. vii. Site dirt shall not be tracked into the public right-of-way, and shall be cleaned immediately if done, or the project may risk being shut down. Mud, silt, concrete and other construction debris shall not be washed into the City's storm drains. viii. Construction activities shall be scheduled so that paving and foundation placement begin immediately upon completion of grading operation. ix. All aggregate materials transported to and from the site shall be covered in accordance with Section 23114 of the California Vehicle Code during transit to and from the site. x. Prior to issuance of any permit, the applicant shall submit any applicable pedestrian or traffic detour plans, to the satisfaction of the City Engineer, for any lane or sidewalk closures. The traffic control plan shall be prepared by a licensed professional engineer with experience in preparing such plans. The Traffic Control Plan shall be prepared by a licensed engineer in accordance with the requirements of the latest edition of the California Manual on Uniform Traffic Control Devices (MUTCD) and standard construction practices. The Traffic Control Plan shall be approved prior to the commencement of any work within the public right-of-way. xi. During construction, the applicant shall make accessible any or all City utilities as directed by the City Engineer. xii. The minimum soils sampling and testing frequency shall conform to Chapter 8 of the Caltrans Construction Manual. The applicant shall require the soils engineer submit to daily testing and sampling reports to the City Engineer.
140.	**JOB SITE SIGNAGE:** Prior to construction, A 36 inch by 48 inch weatherproof sign shall be located so it is clearly readable from the public right-of-way and shall include the following information: a. Address of the project site. b. Permitted hours of construction and of deliveries/off-haul. c. Name, e-mail address and direct phone number of the General Contractor. d. Name, e-mail address and direct phone number of responsible person managing the project. e. Name and phone number of person to call in case of an emergency.

	f. Code Enforcement complaint telephone number (408-846-0264).
141.	**TREE ARBORIST MEASURES**: The project shall comply with requirements in the project Arborist Report. *(PUBLIC WORKS)*
142.	**PROJECT CLOSE-OUT**: Prior to City acceptance of all tract subdivision and property improvement agreements, the applicant shall comply with all City construction close-out procedures to the approval of the City Engineer. Refer to the City's website for a copy of these procedure. Prior to final inspections, all pertinent conditions of approval and all improvements shall be completed to the satisfaction of the Planning Director and City Engineer. A letter indicating that all project conditions have been met shall be submitted prior to the first occupancy. All public improvements, including the complete installation of all improvements relative to streets, fencing, sanitary sewer, storm drainage, water system, underground utilities, etc., shall be completed and attested to by the City Engineer before approval of occupancy of any unit. Where facilities of other agencies are involved, such installation shall be verified as having been completed and accepted by those agencies. In addition, the applicant shall submit a detailed project cost estimate of all public improvements constructed on-site and within the public right-of-way. The cost estimate shall be prepared by the project engineer, and be to the approval of the City Engineer. The cost estimate shall be broken out into on-site and off-site improvements based on the format provided by the City. Until such time as all improvements required are fully completed and accepted by City, the applicant shall be responsible for the care maintenance of and any damage to such improvements. City shall not, nor shall any officer or employee thereof, be liable or responsible for any accident, loss or damage, regardless of cause, happening or occurring to the work or Improvements required for this project prior to the completion and acceptance of the work or Improvements. All such risks shall be the responsibility of, and are hereby assumed by the applicant. *(PUBLIC WORKS)*
143.	**MATERIAL HAULING ROUTE AND PERMIT**: For material delivery vehicles equal to, or larger than two-axle, six-tire single unit truck (SU) size or larger as defined by FHWA Standards, the applicant shall submit a truck hauling route and receive a haul permit that conforms to City of Gilroy Standards to the approval of the City Engineer. Note that the City requires a Haul Permit be issued for any hauling activities. The project sponsor shall require contractors to prohibit trucks from using "compression release engine brakes" on residential streets. The haul route for this project shall be Hwy 101, to Leavesley Road, to Montetrey to Howson and return the same way to the highway. A letter from the applicant confirming the intention to use this hauling route shall be submitted to the Department of Public Works, and approved, prior to the issuance of any City permits. All material hauling activities

	including but not limited to, adherence to the approved route, hours of operation, staging of materials, dust control and street maintenance shall be the responsibility of the applicant. All storage and office trailers will be kept off the public right-of-way. Tracking of dirt onto City streets and walks will not be allowed. The applicant must provide an approved method of cleaning tires and trimming loads on-site. Any job-related dirt and/or debris that impacts the public right-of-way shall be removed immediately. No wash down of dirt into storm drains will be allowed. All material hauling activities shall be done in accordance with applicable City ordinances and conditions of approval. Mud, silt, concrete and other construction debris shall not be washed into the City's storm drains. Violation of such may be cause for suspension of work. *(PUBLIC WORKS)*
144.	**CONSTRUCTION WORKER PARKING**: The applicant shall provide a construction-parking plan that minimizes the effect of construction worker parking in the neighborhood and shall include an estimate of the number of workers that will be present on the site during the various phases of construction and indicate where sufficient off-street parking will be utilized and identify any locations for off-site material deliveries. Said plan shall be approved by the City Engineer prior to issuance of City permits and shall be complied with at all times during construction. Failure to enforce the parking plan may result in suspension of the City permits. No vehicle having a manufacturer's rated gross vehicle weight exceeding ten thousand (10,000) pounds shall be allowed to park on the portion of a street which abuts property in a residential zone without prior approval from the City Engineer (§15.40.070). *(PUBLIC WORKS)*
145.	**SITE WATER DISCHARGE**: In accordance with the City's Municipal Code, Prohibition of Illegal Discharges (Gilroy Municipal Code Section 27C.7), the City Engineer may approve the discharge of uncontaminated pumped ground waters to the sanitary sewer only when such source is deemed unacceptable by State and Federal authorities for discharge to surface waters of the United States, whether pretreated or untreated, and for which no reasonable alternative method of disposal is available. Following the verification of the applicable local, state and/or federal approvals, a Discharge Plan will be approved and monitored by the City Engineer. *(PUBLIC WORKS)*
The following conditions shall be complied with AT ALL TIMES that the use permitted by this entitlement occupies the premises	
146.	**POST CONSTRUCTION BEST MANAGEMENT PRACTICES (BMP)**: In accordance with Gilroy Municipal Code Chapter 27D *Post Construction Storm Water Pollution Prevention* all projects that meet the criteria described in the Storm Water Guidance Manual for Low Impact Development and Post-Construction Requirements shall prepare a storm water control plan (SWCP) and shall meet the requirements of the design standards and selection of best management practices

	and shall be selected and designed to the satisfaction of the City Engineer or designee. Requirements shall include: a. Owner/occupant shall inspect private storm drain facilities at least two (2) times per year and sweep parking lots immediately prior to and once during the storm season. b. The applicant shall be charged the cost of abatement for issues associated with, but not limited to, inspection of the private storm drain facilities, emergency maintenance needed to protect public health or watercourses, and facility replacement or repair in the event that the treatment facility is no longer able to meet performance standards or has deteriorated. Any abatement activity performed on the applicant's property by City staff will be charged to the applicant at the City's adopted hourly rate. c. Label new and redeveloped storm drain inlets with the phrase "No Dumping: Drains to Bay" plaques to alert the public to the destination of storm water and to prevent direct discharge of pollutants into the storm drain. Template ordering information is available at www.flowstobay.org. d. All process equipment, oils fuels, solvents, coolants, fertilizers, pesticides, and similar chemical products, as well as petroleum based wastes, tallow, and grease planned for storage outdoors shall be stored in covered containers at all times. e. All public outdoor spaces and trails shall include installation and upkeep of dog waste stations. Garbage and recycling receptacles and bins shall be designed and maintained with permanent covers to prevent exposure of trash to rain. Trash enclosure drains shall be connected to the sanitary sewer system. *(PUBLIC WORKS)*

RESOLUTION NO. 2026-__

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GILROY RECOMMENDING TO THE CITY COUNCIL APPROVAL OF A TENTATIVE MAP FOR TO SUBDIVIDE UP TO 42 TOWNHOMES ON A 1.99-ACRE PROPERTY LOCATED AT 95 HOWSON STREET, APN: APN 790-36-012 (FILE NUMBER TM 24-01)

WHEREAS, on March 26, 2024, Bebek Development Company submitted an application for approval of a vesting tentative map to subdivide property at 95 Howson Street, within the Downtown Gateway District, for the development of 42 townhome units and

WHEREAS, in compliance with the Subdivision Map Act the tentative map was referred to all utility and service providers for review and comment, including PG&E, Spectrum, Verizon, and local agencies, for review and comment. No service issues or changes have been identified or required as a result of this review; and

WHEREAS, on February 3, 2026, the application submittal was accepted as complete; and

WHEREAS, the Gilroy City Staff conducted a full analysis of the Project to ensure compliance with the City's General Plan, Zoning Ordinance, Engineering Design Requirements and all other applicable laws, regulations and standard, as further explained in detail in the city staff report to the Planning Commission; and

WHEREAS, the Project has been determined to be categorically exempt from environmental review pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15332 (Class 32) which applies to in-fill development that is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations, located within the city limits and of a size of no more than five acres substantially surrounded by urban uses, within an area that has no value as habitat for endangered, rare or threatened species, and would not result in any significant effects relating to traffic, noise, air quality, or water quality, and can adequately be served by all required utilities and public services; and

WHEREAS, on April 2, 2026, the Planning Commission held a duly noticed public meeting, at which time the Planning Commission received and considered the staff report as well as all evidence received including written and oral public testimony; and

WHEREAS, the City may deny a tentative map only if, based on substantial evidence in the record, it makes one or more of the seven findings for denial as prescribed by Government Code Section 66474. Staff has reviewed these findings and determined that denial is not supported; and

WHEREAS, the location and custodian of the documents or other materials which constitute the record of proceedings upon which the project approval is based is the Community Development Department, Planning Division, and

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Gilroy hereby recommends City Council approval of Tentative Map TM 24-01, pursuant to Gilroy City Code Chapter 21 and subject to all conditions for filing of a final map as identified in Exhibit A to this resolution, based on the fact that the findings required for denial of the map pursuant to Government Code Section 66474 are not made, as follows:

A. **That the proposed subdivision is not consistent with the applicable general and specific plan as specified in Gov. Code Section 65451.**
This finding does not support denial. The proposed map is consistent with the General Plan polices as it will promote connectivity, provide adequate access, and provide a needed housing type.

B. **That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.**
This finding does not support denial. The subdivision is consistent with the Downtown Specific Plan by promoting residential development in a contemporary architectural style with three story structures that form a pleasant looking arrival to Downtown.

C. **That the site is not physically suitable for the type of development.**
This finding does not support denial. The site is physically suitable for the townhome development give that it has adequate layout, lot sizes accommodate the proposed buildings, and will have all needed improvements, dedications, and easements.

D. **That the site is not physically suitable for the proposed density development.**
This finding does not support denial. The site is physically suitable for the proposed density given that it abides by the Downtown Specific Plan, 2040 General Plan, and Gilroy City Code.

E. **That the design of the proposed subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat**.
This finding does not support denial. The subdivision or improvements are unlikely to cause substantial environmental damage because the site is currently developed, there is no sensitive habitat on or near the property, and the project qualifies for an infill exemption pursuant to section 15332 of the California Environmental Quality Act.

F. **That the design of the subdivision or type of improvements is likely to cause serious public health problems.**
This finding cannot be made. The subdivision and improvements are unlikely to cause serious public health problems given that the project will

address an open soil contamination case prior to occupancy, provide all needed utilities, and avoids any operational.

G. **That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. In this connection, the governing body may approve a map if it finds that alternate easements, for access or for use, will be provided, and that these will be substantially equivalent to ones previously acquired by the public. This subsection shall apply only to easements of record or to easements established by the judgment of a court of competent jurisdiction and no authority is hereby granted to a legislative body to determine that the public at large has acquired easements for access through or use of property within the proposed subdivision.**
This finding does not support denial. The subdivision or improvements will not conflict with easements given that all required easements and dedications are being provided.

PASSED AND ADOPTED this 2nd day of April 2026 by the following roll call vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST: APPROVED:

_____ _____
Sharon Goei, Secretary Manny Bhandal, Chairperson
Community Development Director

Attachment: Exhibit A (Conditions of Approval)

EXHIBIT A
TM 24-01
95 Howson Street

PLANNING CONDITIONS	
The following GENERAL conditions authorize specific terms of the project ENTITLEMENT(S).	
1.	**RELATED ENTITLEMENTS:** This permit is subject to the plans, findings, and conditions of approval for AS 24-07 (Resolution No. 2026-XXXX) and V 26-01 (Resolution No. 2026-XXXX) (i.e. related and/or concurrent entitlement requests).
2.	**TENTATIVE MAP:** An approved tentative map or vesting tentative map shall expire twenty-four (24) months from the approval date and may be extended pursuant to the provisions of the Map Act, if the final map is not approved prior to expiration.
The following conditions shall be met prior to the approval of the FINAL MAP or PARCEL MAP, or other deadline as specified in the condition.	
3.	**HOMEOWNERS' ASSOCATION:** Developer shall establish a Homeowners' Association (HOA) for the development prior to final occupancy. The HOA shall be responsible for the maintenance and enforcement of parking, private streets, landscaping, recreation and other interior areas held in common by the HOA. Such responsibilities shall be provided within the Covenants, Conditions, and Restrictions (CC&Rs) for the development. The City shall review all CC&Rs prior to recordation.
4.	**COVENANTS, CONDITIONS, AND RESTRICTIONS:** Any covenants, conditions, and restrictions (CC&Rs) applicable to the project property shall be consistent with the terms of this permit and the City Code. If there is a conflict between the CC&Rs and the City Code or this permit, the City Code or this permit shall prevail. The following project specific conditions should be incorporated into the CC&R's: • **Refuse Containers.** The HOA shall provide a map to all residents identifying the location for individual unit's placement of refuse containers to be serviced by Recology. Refuse containers may not be stored on private streets for longer than 24 hours. Storage of containers shall not be visible from the public right of way and must be stored in a concealed location. • **Driveways.** Driveway approaches for the individual units shall not be used for vehicle parking.
5.	**STREET NAMES.** Prior to approval of Final Map, the project's street names shall be reviewed and approved by the Street Naming Task Force.

PUBLIC WORKS CONDITIONS OF APPROVAL	
The following conditions shall be met prior to the approval of the FINAL MAP or PARCEL MAP, or if another deadline is specified in a condition, at that time.	
6.	**DEDICATIONS**: The owner shall make all right of way dedications as shown per the approved entitlement plans. *(PUBLIC WORKS)*.
7.	**DEDICATION OF EASEMENT**: The applicant shall dedicate all necessary Public Utility Easements per City Standard. *(PUBLIC WORKS)*
8.	**DRIVEWAY ACCESS EASEMENT**: The applicant or owner shall dedicate reciprocal driveway ingress and egress easements, as delineated on the approved plans. Said easements shall be approved by both affected property owners. The easements shall be approved by the City Engineer, recorded with the County Recorder's Office, and a recorded copy of the document returned to the City prior to the release of the first building permit. The easement may also be designated on any associated parcel or subdivision map. *(PUBLIC WORKS)*
9.	**SUBDIVISION (FINAL) MAP**: The applicant shall have a subdivision map, prepared by a person authorized to practice land surveying in California, delineating all parcels created or deleted and all changes in lot lines in conformance with the Gilroy Municipal Code. The Final Subdivision Map shall be approved by the Department of Public Works and recorded by the County Recorder's Office prior to (occupancy) or (the issuance of the first building permit). A map guarantee shall be submitted to the City, by the applicant's title company, prior to release of the map to the title company for recordation. Prior to the City's release of the parcel map to the title company, the applicant may, at the discretion of the City Engineer, be required to submit to the City an electronic copy of the map in the AutoCAD Version being used by the City at the time of recordation. It is the applicant's responsibility to check with their title company and the County Recorder's Office to determine the time necessary to have the map recorded after City approval. The Subdivision (Final) Map shall be presented to the City Council for review and action. The City Council meeting will be scheduled approximately fifty (50) days after the Subdivision (Final) Map is deemed technically correct, and Improvement Plans with supporting documents, reports and agreements are approved by the City. Executed Subdivision (Final) Map shall be returned to the City Public Works Department if Subdivision (Final) Map has not been filed in the County Recorder's Office within ninety (90) days from the date of City Council's approval. (Note: This item to also be added for condominium projects.) (PUBLIC WORKS)
10.	**PROPERTY IMPROVEMENT AGREEMENT (PIA)**: The applicant shall enter into a public improvement agreement with the City per Gov. Code Section 66462(a), and

	shall arrange to provide Payment and Performance bonds each for 100% of the cost of public infrastructure improvements to be constructed in the public right-of-way. These improvements shall include, but not be limited to, roadway construction, sidewalk, curb and gutter, water lines, storm lines, sewer lines, street lights, and signal equipment. City Standard insurance shall be provided per the terms of the agreement. The agreement will be forwarded to the City Council for approval with project (parcel or final) map. The PIA shall be approved by the City Council prior to the issuance of the project building permit. *(PUBLIC WORKS)*
11.	**MONUMENTS:** The applicant shall arrange for the engineer to have all monuments set per the recorded final map. A certificate letter by the Surveyor or Engineer will be provided to the City Engineer. *(PUBLIC WORKS)*
12.	**COVANANTS, CONDITIONS & RESTRICTIONS (CC&R**): The applicant shall prepare project Covenants, Conditions and Restrictions (CC&R) for the project. The CC&Rs shall be submitted with the project map for review and approval of the City Engineer, the City Attorney, and the Planning Manager. The CC&Rs shall include relevant project Conditions of Approval and shall include language that restricts the Homeowner's Association from making changes to the CC&Rs without first obtaining approval from the City. The CC&Rs shall be reviewed and approved prior to final occupancy. *(PUBLIC WORKS)*
13.	**RECORD DRAWINGS**: The applicant shall submit one full set of original record drawings and construction specifications for all off-site improvements to the Department of Public Works. All underground facilities shall be shown on the record drawings as constructed in the field. The applicant shall also provide the City with an electronic copy of the record drawings in the AutoCAD Version being used by the City at the time of completion of the work. The applicant shall also submit an AutoCAD drawing file of all consultants composite basemap linework showing all public improvements and utility layouts. This condition shall be met prior to the release of utilities, final inspection, or issuance of a certificate of occupancy, whichever occurs first. *(PUBLIC WORKS)*

RESOLUTION NO. 2026-_

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GILROY RECOMMENDING TO THE CITY COUNCIL APPROVAL OF A VARIANCE PERMIT, ALLOWING EXCEPTIONS TO THE FRONT AND STREET SIDE YARD SETBACKS FOR THE PROPOSED MULTI-FAMILY RESIDENTIAL DEVELOPMENT CONSISTING OF NINE RESIDENTIAL BUILDINGS, UP TO 39 FEET IN HEIGHT FOR A TOTAL OF 42 TOWNHOMES ON A 1.99-ACRE SITE LOCATED 95 HOWSON STREET, APN 790-36-012 (FILE NUMBER V 26-01)

WHEREAS, on March 26, 2024, Bebek Development Company submitted applications requesting an architectural and site review permit and Tentative Map for the proposed development of nine residential buildings, up to 39 feet in height, for a total 42 townhomes on a 1.99-acre site located at 95 Howson Street (Project) within the Downtown Gateway District; and

WHEREAS, on January 30, 2026, Bebek Development Company submitted an application requesting a variance to Gilroy City Code section 30.19.20(c)(2) for exceptions to the front and street side yard setbacks for the Downtown Gateway District; and

WHEREAS, on February 3, 2026, the application submittal was accepted as complete; and

WHEREAS, the Gilroy City Staff conducted a full analysis of the Project to ensure compliance with the City's General Plan, Zoning Ordinance, Intent of the Downtown Specific Plan, Engineering Design Requirements and all other applicable laws, regulations and standard, as further explained in detail in the city staff report to the Planning Commission; and

WHEREAS, the Project has been determined to be categorically exempt from environmental review pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15332 (Class 32) which applies to in-fill development that is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations, is located within the city limits and of a size of no more than five acres substantially surrounded by urban uses, with of an area what that has no value as habitat for endangered, rare or threatened species, and would not result in any significant effects relating to traffic, noise, air quality, or water quality, and can adequately be served by all required utilities and public services; and

WHEREAS, on April 2, 2026, the Planning Commission held a duly noticed public meeting, at which time the Planning Commission received and considered the staff report as well as all evidence received including written and oral public testimony; and

WHEREAS, the location and custodian of the documents or other materials which constitute the record of proceedings upon which this project approval is based is the Community Development Department; Planning Division; and

NOW, THREFORE, BE IT RESOLVED, that the Planning Commission of the City of Gilroy hereby recommends that the City Council grants approval of the Variance Permit V 26-01 based on the following findings made pursuant to Gilroy City Code section 30.50.20(3) subject to the conditions identified in Exhibit A to this Resolution:

1. There are exceptional or extraordinary circumstances that apply to the project site due to its lot configuration, design, and right-of-way dedication. The project's lot characteristics necessitate adjustments to the minimum front yard and street-side yard setbacks to maintain the intended density, preserve adequate internal road width and configuration, and retain the adequate townhome size and parking supply. Due to the property being a corner lot, the property line fronts on two street, thereby reducing the buildable area and overall project size of a similar-sized lot.

2. That this is an exceptional circumstance because the property is required to dedicate approximately 3,000 square feet of land along Howson Street and 500 square feet along Church Street for public right-of-way improvements. These dedications substantially reduce the buildable area of the site and create unique constraints not generally shared by other properties in the same zoning district. Strict enforcement of the Zoning Ordinance's 15-foot front and street side yard setback requirements would result in practical difficulty and unnecessary hardship by limiting the project's ability to maintain the planned density, adequate internal road widths, and sufficient on-site parking. Approval of the variance will preserve a substantial property right enjoyed by other property owners in comparable locations while upholding the intent and spirit of the zoning standards.

3. Allowing the variance will not be harm public welfare or be materially injurious to persons or property. The 15-foot setback being measured from the property line is intended for aesthetics and to create a smooth transition into the Downtown Gateway District. Internal side and rear yard setbacks will meet the minimum requirements, reducing potential conflicts with adjacent residential and commercial uses. The existing commercial development to the south and the vacant lot to the west will not be adversely affected by the reduced setbacks. The project will maintain 21 feet of separation from the face of curb, and Howson Street and Church Street further separate the properties, providing additional distance between neighboring sites.

4. Allowing the variances, as specified, aligns with the general intent of the Zoning Ordinance, as the project will maintain an enhanced pedestrian environment through the six-foot landscaping strip and nine feet of landscaping along the property frontage. The proposed setback from face of curb exceeds those required in other downtown districts. Most downtown zoning districts do not require a minimum front

street side yard setback, except for the cannery district, which requires a 10-foot minimum. The adjacent vacant parcel to the west is zoned for High Density Residential and requires 26-foot front yard setback from face of curb. The proposed 21-foot setback provides a transition between the R4 Zoning District and other downtown districts, supporting the intent of the Zoning Ordinance and Downtown Specific Plan.

5. That the granting of a variance will not constitute the granting of a special privilege greater than that provided for by the standard provisions of this chapter for other properties in the vicinity and in the same zoning district given that the lot's configuration, project design, and city public right-of-way dedication prevent the project from meeting the required setback without impacting the proposed density.

PASSED AND ADOPTED this 2nd day of April 2026 by the following roll call vote:

AYES:

NOES:

RECUSAL:

ABSENT:

ATTEST: APPROVED:

_____ _____

Sharon Goei, Secretary
Community Development Director

Manny Bhandal, Chairperson

Attachment: Exhibit A (Conditions of Approval)

EXHIBIT A
V 26-01
95 Howson Street

PLANNING CONDITIONS

The following GENERAL conditions authorize specific terms of the project ENTITLEMENT.

1.	**APPROVED PROJECT:** The approval for V 26-01 is granted for exemption to the front and street side yard setbacks to allow the construction of nine residential buildings totaling in 42 townhomes located at 95 Howson Street (Assessor Parcel No 790-36-012), as shown on Project Plans as received by the Planning Division on February 19, 2026, prepared by WHA for Bebek Development Company, dated March11, 2024, with revision dates August 31, 2024, September 10, 2024, February 4, 2025, October 31, 2025, and February 19, 2026, and consisting of 29 sheets. Build-out of the project shall conform to the plans, except as otherwise specified in these conditions. Any future adjustment or modification to the plans, including any changes made at time of building permit submittal, shall be considered by the Community Development Director or designee, may require separate discretionary approval, and shall conform to all City, State, and Federal requirements.
2.	**PERMIT EXPIRATION:** The expiration date of this approval is one year from the decision date that the Final Map is recorded. If any development for which architectural and site approval has been granted has not obtained building permits within one (1) year from the date of Final Map recordation, then approval shall be deemed automatically revoked. Upon application, an extension of time may be granted by the Community Development Director or designee. Should Developer intend to request an extension to the permit expiration date, Developer must submit to the Planning Division a written application with applicable fees prior to the expiration date. Only timely requests may be considered pursuant to the City Code.
3.	**RELATED ENTITLEMENTS:** This permit is subject to the findings and conditions of approval of concurrent related entitlements AS 24-07 (Resolution No. 2026-XXXX) and TM 24-01 (Resolution No. 2026-XXXX) (i.e. related and/or concurrent entitlement requests).

Community Development Department

7351 Rosanna Street, Gilroy, California 95020-6197
Telephone: (408) 846-0451 Fax: (408) 846-0429
http://www.cityofgilroy.org

TO: Planning Commission
FROM: Sharon Goei, Community Development Director
Ariana Fabian, Planning Technician
DATE: April 2, 2026
SUBJECT: Planning Division Staff Approvals

In conformance with Gilroy Municipal Code Sections 30.50.20(b) and 30.50.46, the following table lists all Minor Deviation approvals and all Architectural and Site approval/denial actions taken by the Planning Division since the last report was provided to the Planning Commission at its November 6, 2025 meeting.[i]

APPROVED	PROJECT #	LOCATION	PROJECT NAME & DESCRIPTION
11/10/2025	AS 25-04	6401 Automall Pkwy	This application approved site improvements for a fabrication shop/warehouse (California Modulars).
2/6/2026	AS 23-21	315 Las Animas Avenue	This application approved a 530-unit multi-family residential development.

DENIED	PROJECT #	LOCATION	PROJECT NAME & DESCRIPTION
None			

AS = Architectural and Site Review
VMD = Minor Deviation

The current status of other planning projects is available online at:
https://www.cityofgilroy.org/298/Development-Activity-Projects

[i] Submitted in conformance with Gilroy Municipal Code Sections 30.50.20(b) and 30.50.46