



CITY COUNCIL REGULAR MEETING AGENDA PACKET

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

MAYOR

Marie Blankley

COUNCIL MEMBERS

Rebeca Armendariz

Dion Bracco

Tom Cline

Zach Hilton

Carol Marques

Fred Tovar

MONDAY, DECEMBER 4, 2023 | 6:00 PM

CITY COUNCIL PACKET MATERIALS ARE AVAILABLE ONLINE AT www.cityofgilroy.org
AGENDA CLOSING TIME IS 5:00 P.M. THE TUESDAY PRIOR TO THE MEETING

PUBLIC COMMENTS ON AGENDA ITEMS ARE TAKEN BEFORE THE CITY COUNCIL TAKES ACTION. [Please keep your comments to 3 minutes](#). Time restrictions may vary based on the Mayor's discretion.

Send written comments on any agenda item to publiccomments@cityofgilroy.org or City Hall, 7351 Rosanna Street, Gilroy, CA 95020. Comments received by 1 p.m. on the meeting day will be distributed to the City Council before the meeting. Comments are also available at bit.ly/3NuS1IN.



In compliance with the Americans with Disabilities Act, 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's Office at least 72 hours prior to the meeting at (408) 846-0204 or cityclerk@cityofgilroy.org to help ensure that reasonable arrangements can be made.



If you dispute any planning or land use decision from this meeting in court, you may only raise issues you or someone else presented at this meeting's public hearing or in written letters to the City Council before the hearing. Be aware that the time to seek a judicial review of any final decision made at this meeting is defined by Section 1094.6 of the California Code of Civil Procedure.

During this meeting, a Closed Session may be called under Government Code Section 54956.9 (d)(2). This will happen if, in the City's legislative body's opinion (based on current facts, circumstances, and legal advice), there's a significant risk of a lawsuit against the City.

Additional materials submitted after agenda distribution are available on www.cityofgilroy.org as soon as possible.

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.

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If you need translation assistance, contact the City Clerk 72 hours before the meeting at 408-846-0204 or cityclerk@cityofgilroy.org.

Si necesita un intérprete durante la junta y gustaría dar un comentario público, comuníquese con el Secretario de la Ciudad un mínimo de 72 horas antes de la junta al 408-846-0204 o envíe un correo electrónico a la Oficina del Secretario de la Ciudad a cityclerk@cityofgilroy.org.



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bit.ly/3FBiGA0

Choose Language and Click Attend | *Selecione su lenguaje y haga clic en asistir*

Use a headset on your phone for audio or read the transcript on your device.

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The agenda for this meeting is outlined as follows:

1. OPENING

- 1.1. Call to Order**
- 1.2. Pledge of Allegiance**
- 1.3. Invocation**
- 1.4. City Clerk's Report on Posting the Agenda**
- 1.5. Roll Call**
- 1.6. Orders of the Day**
- 1.7. Employee Introductions**

2. CEREMONIAL ITEMS - Proclamations and Awards

- 2.1. Proclamation Proclaiming December 6, 2023 as Arbor Day**

3. PRESENTATIONS TO THE COUNCIL

- 3.1. Annual Presentation by the Personnel Commission**
- 3.2. PUBLIC COMMENT BY MEMBERS OF THE PUBLIC ON ITEMS NOT ON THE AGENDA BUT WITHIN THE SUBJECT MATTER JURISDICTION OF THE CITY COUNCIL**

This part of the meeting allows public address on non-agenda topics within the Council's jurisdiction. To speak, complete a Speaker's Card from the entrances and give it to the City Clerk. Speaking time ranges from 1-3 minutes based on the Mayor's discretion. Extended discussions or actions on non-agenda items are restricted by law. For Council action, the topic

may be listed on a future agenda.

Email written comments on non-agenda topics to publiccomments@cityofgilroy.org or mail to City Hall, 7351 Rosanna Street, Gilroy, CA 95020, by 1:00 pm on the meeting day. These comments, available at City Hall, will be shared with the Council and included in the meeting record. Late submissions will be shared as soon as possible. A 10-page limit applies to hard-copy materials, but electronic submissions are unlimited.

4. REPORTS OF COUNCIL MEMBERS

Council Member Bracco – Downtown Committee, Santa Clara County Library Joint Powers Authority, Santa Clara Valley Water Joint Water Resources Committee, SCRWA

Council Member Armendariz – Downtown Committee, Santa Clara County Library Joint Powers Authority (*alternate*), Santa Clara Valley Habitat Agency Governing Board, Santa Clara Valley Habitat Agency Implementation Board, Silicon Valley Clean Energy Authority JPA Board (*alternate*), South County United for Health

Council Member Marques – ABAG, Downtown Committee, Gilroy Gardens Board of Directors, Santa Clara Valley Habitat Agency Governing Board, Santa Clara Valley Habitat Agency Implementation Board, SCRWA (*alternate*)

Council Member Hilton – CalTrain Policy Group (*alternate*), Silicon Valley Clean Energy Authority JPA Board, South County United for Health (*alternate*), VTA Policy Advisory Committee

Council Member Cline – Gilroy Economic Development Partnership (*alternate*), Gilroy Sister Cities Association, Gilroy Youth Task Force, Silicon Valley Regional Interoperability Authority Board, VTA Policy Advisory Committee (*alternate*), Visit Gilroy California Welcome Center Board, VTA Mobility Partnership Committee

Council Member Tovar – Downtown Committee, Gilroy Youth Task Force (*alternate*), Santa Clara County Expressway Plan 2040 Advisory Board, Santa Clara Valley Water Commission, SCRWA, South County Youth Task Force Policy Team

Mayor Blankley – ABAG (*alternate*), CalTrain Policy Group, Downtown Committee, Gilroy Economic Development Partnership, Gilroy Sister Cities Association (*alternate*), Gilroy Youth Task Force, Santa Clara Valley Water Joint Water Resources Committee, SCRWA, South County Youth Task Force Policy Team, VTA Board of Directors, VTA Mobility Partnership Committee

5. COUNCIL CORRESPONDENCE

- 5.1. **Letter from James Williams, Santa Clara County Executive Concerning Ambulance Service in Gilroy and South Santa Clara County**
- 5.2. **City Council Member Meeting Attendance**

6. FUTURE COUNCIL INITIATED AGENDA ITEMS

7. CONSENT CALENDAR

Items under the Consent Calendar are deemed routine and approved with one motion. If a Council member or a member of the public wishes for a separate discussion on an item, it must be requested for removal before the Council's approval vote. If removed, the item will be discussed in its original order.

- 7.1. **Approval of the Action Minutes of the November 20, 2023 City Council Regular Meeting**
- 7.2. **Approval of a Notice of Acceptance of Completion for the Egleberry and Seventh Parking Lot Project No. 20-PW-444 and Approve a Final Contract Amount with Norcal Contractor in the Amount of \$2,026,595.38**
- 7.3. **Adoption of an Ordinance of the City Council of the City of Gilroy Amending Chapter 30, Article LIV of the Gilroy City Code Relating to Accessory Dwelling Units (Z 23-05)**

8. BIDS AND PROPOSALS

- 8.1. **Approve the Purchase of a Modular Replacement Restroom for Christmas Hill Park and Authorize the City Administrator to Execute Related Purchase Documents**

1. Staff Report: Karl Bjarke, Interim Public Works Director
2. Public Comment
3. Possible Action:

Approve the purchase of a modular replacement three-stall restroom for Christmas Hill Park in the amount of \$210,836.00 utilizing Sourcewell Bid #081721 with CXT, Inc. and authorize the City Administrator to execute all related purchase documents.

- 8.2. **Award a Contract to Cal-West Lighting & Signal Maintenance, Inc. for the FY23 San Ysidro Lighting/Picnic Area Improvements Project No. 23-PW-281 and Approve a Project Expenditure of \$178,200**

1. Staff Report: Karl Bjarke, Interim Public Works Director
2. Public Comment
3. Possible Action:

Award a contract to Cal-West Lighting & Signal Maintenance, Inc. in the amount of \$162,000 and authorize an additional project contingency of \$16,200 (10%) for a total construction authorization of \$178,200 for the FY23 San Ysidro Lighting/Picnic Area Improvements, Project No. 23-PW-281, and authorize the City Administrator to execute the contract and associated documents.

- 8.3. **Award of Contract to Ruggeri-Jensen-Azar & Associates for the Preparation of Design Documents for the Gilroy Ice Center Street Improvements and Traffic Signal Project (24-RFP-PW-492), Approve a Contract Expenditure of \$316,000 and Authorize the City Administrator to Execute the Final Agreement.**

1. Staff Report: Karl Bjarke, Interim Public Works Director
2. Public Comment
3. Possible Action:

Award a contract to Ruggeri-Jensen-Azar & Associates in the amount of \$301,000 and approve an additional project contingency of \$15,000 for a total amount of \$316,000 for the preparation of design documents for the Gilroy Ice Center Street Improvements and Traffic Signal project (24-RFP-PW-492), and authorize the City Administrator to execute the contract and associated

documents.

8.4. Award of Contract to Youth Alliance for the South County Restorative Justice Youth Diversion Program Coordinator Position and Approve a Contract Expenditure of \$300,744

1. Staff Report: Pedro Espinoza, Police Chief
2. Public Comment
3. Possible Action:
 1. Award a contract to Youth Alliance in the amount of \$300,744 for the South County Restorative Justice Youth Diversion Program Coordinator Position; and
 2. Authorize the City Administrator to execute the contract and associated documents.

9. PUBLIC HEARINGS (NONE)

10. UNFINISHED BUSINESS (NONE)

11. INTRODUCTION OF NEW BUSINESS

11.1. Introduction to Draft Downtown Parking Management Plan

1. Staff Report: Karl Bjarke, Interim Public Works Director
2. Public Comment
3. Possible Action:

Review the Draft Downtown Parking Management Plan, offer feedback, and instruct staff to present a revised plan to the Council, reflecting any modifications recommended by the Council.

11.2. Review of City of Gilroy Municipal Code, Chapter 16A, Article II - Mobile Vending Permits and Enforcement

1. Staff Report: Pedro Espinoza, Police Chief
Bryce Atkins, Assistant to the City Administrator
2. Public Comment
3. Possible Action:

Receive report and provide direction to staff.

11.3. Reorganization of Facilities & Fleet Divisions in the Administrative Services Department

1. Staff Report: LeeAnn McPhillips, Administrative Services and Human Resources Director / Risk Manager
2. Public Comment
3. Possible Action:
 1. Approve the reorganization of the Facilities and Fleet Divisions of the Administrative Services Department; and
 2. Adopt a resolution approving the updated Position Control List for FY 24.

12. CITY ADMINISTRATOR'S REPORTS

13. CITY ATTORNEY'S REPORTS

14. ADJOURNMENT

FUTURE MEETING DATES

December 2023

11 Special Meeting - 6:00 p.m

~~18 Regular Meeting - 6:00 p.m~~ **-CANCELED-**

January 2024

8 Regular Meeting - 6:00 p.m

22 Special Meeting - 6:00 p.m

February 2024

5 Regular Meeting - 6:00 p.m

26 Special Meeting - 6:00 p.m

Meetings are webstreamed on the City of Gilroy's website at gilroy.city/meetings.

Access the 2024 City Council Meeting Calendar at <https://bit.ly/3LLzY1n>.

2.1. Proclamation Proclaiming December 6, 2023 as Arbor Day

City of Gilroy Proclamation



HEREAS,

in 1872, the Nebraska Board of Agriculture established a special day to be set aside for the planting of trees, and

WHEREAS,

this holiday, called Arbor Day, was first observed with the planting of more than a million trees in Nebraska, and

WHEREAS,

Arbor Day is now observed throughout the nation and the world, and

WHEREAS,

trees can be a solution to combating climate change by reducing the erosion of our precious topsoil by wind and water, cutting heating and cooling costs, moderating the temperature, cleaning the air, producing life-giving oxygen, and providing habitat for wildlife, and

WHEREAS,

trees are a renewable resource giving us paper, wood for our homes, fuel for our fires, and countless other wood products, and

WHEREAS,

trees in our city increase property values, enhance the economic vitality of business areas, beautify our community, and

WHEREAS,

trees — wherever they are planted — are a source of joy and spiritual renewal.

NOW, THEREFORE, I, Marie Blankley, Mayor of the City of Gilroy, together with the Gilroy City Council, on this 4th day of December 2023, do hereby proclaim December 6, 2023, as

ARBOR DAY

in the City of Gilroy. I urge all citizens to celebrate Arbor Day and to support efforts to protect our trees and woodlands, and I urge all citizens to plant trees to gladden the heart and promote the well-being of this and future generations to come.

Marie Blankley
Marie Blankley
MAYOR



Attested to by:

Thai Nam Pham
Thai Nam Pham
City Clerk

**5.1. Letter from James Williams, Santa Clara County Executive Concerning
Ambulance Service in Gilroy and South Santa Clara County**

County of Santa Clara

Office of the County Executive

County Government Center, East Wing
70 West Hedding Street
San Jose, California 95110
(408) 299-5105



November 28, 2023

Jimmy Forbis
Administrator, City of Gilroy
7351 Rosanna Street
Gilroy, California 95020

Chief Jim Wyatt
Fire Chief, City of Gilroy
7070 Chestnut St.
Gilroy, California 95020

Dear Mr. Forbis and Chief Wyatt:

I write in response to your letter dated October 17, 2023, regarding emergency medical services. We understand your concerns and wish to stress that the safety and well-being of all county residents is our highest priority. The County is working diligently with its contracted ambulance provider to address response time delays and will be implementing these efforts over the coming weeks. I specifically want to express my concern with the fact that Standard Dispatch Order #17 has had to be utilized repeatedly, and to share my opinion that that is not an acceptable situation for our community.

Thank you for your concern on this matter and please do not hesitate to contact me with any questions or concerns in the future.

Sincerely,

James R. Williams
County Executive

5.2. City Council Member Meeting Attendance

City of Gilroy City Council Member Attendance to Council Meetings (2023 - 2024 YTD)							
	2023 (YTD)		2024			TOTAL	
	<i>Present</i>	<i>Absent</i>	<i>Present</i>	<i>Absent</i>		<i>Present</i>	<i>Absent</i>
Marie Blankley	27	0	0	0		27	0
Rebeca Armendariz	24	3	0	0		24	3
Dion Bracco	27	0	0	0		27	0
Tom Cline	26	1	0	0		26	1
Zach Hilton	22	5	0	0		22	5
Carol Marques	26	1	0	0		26	1
Fred Tovar	26	1	0	0		26	1

2023 Calendar Year Attendance Including 12/12/2022 Meeting

	<i>12/12/2022 Special</i>	<i>1/9/2023 Regular</i>	<i>1/23/2023 Regular</i>	<i>1/28/2023 Special</i>	<i>2/6/2023 Regular</i>	<i>2/27/2023 Regular</i>	<i>3/6/2023 Regular</i>	<i>3/13/2023 Special</i>	<i>3/20/2023 Regular</i>	<i>4/3/2023 Regular</i>	<i>4/17/2023 Regular</i>	<i>5/1/2023 Regular</i>	<i>5/3/2023 Special</i>	<i>5/15/2023 Regular</i>	<i>5/22/2023 Special</i>
Marie Blankley	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Rebeca Armendariz	P	P	P	P	P	P	P	P	P	P	P	A	A	P	P
Dion Bracco	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Tom Cline	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Zach Hilton	P	P	P	P	P	P	P	P	P	A	P	P	P	P	P
Carol Marques	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Fred Tovar	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
	<i>6/5/2023 Regular</i>	<i>6/19/2023 Regular</i>	<i>7/10/2023 Special</i>	<i>7/19/2023 Special</i>	<i>8/7/2023 Regular</i>	<i>8/21/2023 Regular</i>	<i>9/11/2023 Regular</i>	<i>9/18/2023 Regular</i>	<i>10/2/2023 Regular</i>	<i>10/16/2023 Regular</i>	<i>11/6/2023 Regular</i>	<i>11/20/2023 Regular</i>	<i>12/4/2023 Regular</i>	<i>12/11/2023 Special</i>	
Marie Blankley	P	P	P	P	P	P	P	P	P	P	P	P			
Rebeca Armendariz	P	P	P	A	P	P	P	P	P	P	P	P			
Dion Bracco	P	P	P	P	P	P	P	P	P	P	P	P			
Tom Cline	P	P	P	P	P	P	P	P	P	A	P	P			
Zach Hilton	P	A	P	A	P	P	A	P	P	A	P	P			
Carol Marques	P	P	P	A	P	P	P	P	P	P	P	P			
Fred Tovar	P	P	P	P	A	P	P	P	P	P	P	P			
	Total 2023 Present YTD		Total 2023 Absent YTD												
Marie Blankley	27		0												
Rebeca Armendariz	24		3												
Dion Bracco	27		0												
Tom Cline	26		1												
Zach Hilton	22		5												
Carol Marques	26		1												
Fred Tovar	26		1												

**7.1. Approval of the Action Minutes of the November 20, 2023 City Council
Regular Meeting**

City of Gilroy
City Council Regular Meeting Minutes
Monday, November 20, 2023 | 6:00 PM

1. OPENING

1.1. Call to Order

The meeting was called to order by Mayor Blankley at 6:00 PM.

1.2. Pledge of Allegiance

Council Member Hilton led the Pledge of Allegiance.

1.3. Invocation

Pastor Trevor Van Laar from Gilroy Presbyterian Church provided the Invocation.

1.4. City Clerk's Report on Posting the Agenda

City Clerk Pham reported on the posting of the agenda.

1.5. Roll Call

Attendance	Attendee Name
Present	Rebeca Armendariz, Council Member Dion Bracco, Mayor Pro Tempore Tom Cline, Council Member Zach Hilton, Council Member Carol Marques, Council Member Fred Tovar, Council Member Marie Blankley, Mayor
Absent	None

1.6. Orders of the Day

There were none.

1.7. Employee Introductions

City Administrator Forbis introduced Economic Development Manager Victoria Valencia.

Finance Director Sangha introduced Financial Analyst Katty Alvarez.

Police Chief Espinoza introduced Police Officer Mauricio Rodriguez.

2. CEREMONIAL ITEMS - Proclamations and Awards

2.1. Proclamation Proclaiming November 25, 2023 as Small Business Saturday

Mayor Blankley read aloud the proclamation and presented it to Gilroy Chamber of Commerce CEO Jane Howard.

2.2. Receive Proclamation from Gilroy Sister City Takko Machi, Japan

Dave Peoples from the Gilroy Sister Cities Association presented the proclamation to the Council.

3. PRESENTATIONS TO THE COUNCIL

3.1. Annual Presentation by the Planning Commission

Planning Commission Chair Bhandal provided the annual presentation and responded to Council Member questions.

3.2. PUBLIC COMMENT BY MEMBERS OF THE PUBLIC ON ITEMS NOT ON THE AGENDA BUT WITHIN THE SUBJECT MATTER JURISDICTION OF THE CITY COUNCIL

Mayor Blankley opened Public Comment.

The following members spoke on items that were not on the agenda:

Donald Perino raised questions about the practicality and cost of electric vehicles versus hydrogen or hybrid options and mentioned a surprising utility bill issue after decades of on-time payments.

Ron Kirkish approved a court decision absolving the City from the Garlic Festival damages, hopeful for lower future insurance costs, and voiced concerns about the risks of hybrid meetings.

Gregory Felios commended the council's anti-hate stance and spoke on fostering unity and education through recent community events involving various local organizations.

No further speakers were present, Mayor Blankley closed Public Comment.

4. REPORTS OF COUNCIL MEMBERS

Council Member Bracco had nothing to report.

Council Member Armendariz had nothing to report.

Council Member Marques reported on Santa Clara Valley Habitat Agency Implementation Board.

Council Member Hilton reported on Silicon Valley Clean Energy Authority JPA Board.

Council Member Cline had no report.

Council Member Tovar reported on community engagement activities, including the Veterans Parade and an upcoming Christmas Parade, Downtown Committee, efforts to foster educational partnerships, and proactive initiatives to attract new businesses to Gilroy.

Mayor Blankley on CalTrain Policy Group, South County Youth Task Force, Sister Cities Association, and VTA Board of Directors.

5. COUNCIL CORRESPONDENCE

There were none.

6. FUTURE COUNCIL INITIATED AGENDA ITEMS

Council Member Armendariz requested to agendize a discussion of a resolution recognizing child care as a critical service, often provided by small business owners from their homes. The proposal received majority support.

7. CONSENT CALENDAR

Council Member Cline requested Consent Calendar Item 7.3 from the Consent Calendar.

Mayor Blankley opened Public Comment. There being no speakers, Mayor Blankley closed Public Comment.

Motion: Approve the Consent Calendar Items 7.1, 7.2, and 7.4.

RESULT: Pass

MOVER: Rebeca Armendariz, Council Member

SECONDER: Dion Bracco, Mayor Pro Tempore

AYES: Council Member Armendariz, Mayor Pro Tempore Bracco, Council Member Cline, Council Member Hilton, Council Member Marques, Council Member Tovar, Mayor Blankley

NAYS: None

ABSENT: None

7.1. Approval of the Action Minutes of the November 6, 2023 City Council Regular Meeting

A motion was made to approve the minutes.

7.2. Accept and File Quarterly Cash and Investment Report as of September 30, 2023

A motion was made to accept and file the Quarterly Cash and Investment Report.

7.3. Commemorative Flag Application Review and Approval for Calendar Year 2024

The item was pulled out of the Consent Calendar for further discussion.

7.4. Adoption of an Ordinance Amending Chapters 17A and 24 of the Gilroy City Code in Compliance with the California Public Records Act (CPRA) Recodification Act (AB 473)

A motion was made to adopt the Ordinance.

Enactment No.: Ordinance No. 2023-10

7.3. Commemorative Flag Application Review and Approval for Calendar Year 2024

Mayor Blankley opened Public Comment.

Ron Kirkish expressed opposition to the item, citing concerns about the LGBTQ community's alleged support for Hamas, which he characterized as a terrorist organization, and questioning the appropriateness of flying a flag that he perceives as supportive of terrorism.

Enactment No.: Resolution No. 2023-64

Motion: Approve the flag application for Calendar Year 2024.

RESULT: Pass

MOVER: Zach Hilton, Council Member

SECONDER: Rebeca Armendariz, Council Member

AYES: Council Member Armendariz, Council Member Hilton, Council Member Marques, Council Member Tovar, Mayor Blankley

NAYS: Mayor Pro Tempore Bracco, Council Member Cline

ABSENT: None

8. BIDS AND PROPOSALS

8.1. Purchase of Four Dodge Durango Police Pursuit Vehicles Via Alameda County Tag-On Bid Process (Master Contract No. 902035) in the Amount of \$229,002.04

Administrative Services and Human Resources Director McPhillips provided staff presentation and responded to Council Member questions.

Mayor Blankley opened Public Comment. There being no speakers, Mayor Blankley closed Public Comment.

Motion: Approve the Purchase of Four (4) Dodge Durango Police Pursuit Vehicles in the Amount of \$229,002.04 from MY Jeep-Chrysler-Dodge-Ram Utilizing Alameda County Tag-On Bid Process and Authorize the City Administrator to Execute All Necessary Purchase Documents and adopt a budget amendment resolution to re-appropriate the budget for the planned police pursuit vehicle purchases from fiscal year 2024-2025 (FY25) to fiscal year 2023-2024 (FY24).

RESULT: Pass

MOVER: Dion Bracco, Mayor Pro Tempore

SECONDER: Carol Marques, Council Member

AYES: Council Member Armendariz, Mayor Pro Tempore Bracco, Council Member Cline, Council Member Hilton, Council Member Marques, Council Member Tovar, Mayor Blankley

NAYS: None

ABSENT: None

Enactment No.: Resolution No. 2023-65

9. PUBLIC HEARINGS

9.1. Introduction and First Reading of an Ordinance of the City Council of the City of Gilroy Amending Chapter 30, Article LIV of the Gilroy City Code Relating to Accessory Dwelling Units (Z 23-05)

Planner II Freitas provided staff presentation and responded to Council Member questions.

Mayor Blankley opened the Public Hearing at 7:03 PM. There being no speakers, Mayor Blankley closed the Public Hearing at 7:03 PM.

Motion: Read the ordinance by title only and waive further reading of the ordinance.

RESULT: Pass

MOVER: Tom Cline, Council Member

SECONDER: Fred Tovar, Council Member

AYES: Council Member Armendariz, Mayor Pro Tempore Bracco, Council Member Cline, Council Member Hilton, Council Member Marques, Council Member Tovar, Mayor Blankley

NAYS: None

ABSENT: None

City Clerk Pham read aloud the title of the ordinance.

Motion: Introduce an ordinance of the City Council of the City of Gilroy amending Chapter 30, Article LIV of the Gilroy City Code relating to accessory dwelling units and find that it is statutorily exempt from review under the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines Section 15282(h) for the adoption of an ordinance regarding second units in a single-family or multifamily residential zone by a city or county to implement the provisions of Section 65852.2 of the Government Code as set forth in Section 21080.17 of the Public Resources Code with the modification of section 30.54.20(c) from "sign an affidavit" to "record a deed restriction."

RESULT: Pass

MOVER: Marie Blankley, Mayor

SECONDER: Rebeca Armendariz, Council Member

AYES: Council Member Armendariz, Mayor Pro Tempore Bracco, Council Member Cline, Council Member Hilton, Council Member Marques, Council Member Tovar, Mayor Blankley

NAYS: None

ABSENT: None

10. UNFINISHED BUSINESS

There were none.

11. INTRODUCTION OF NEW BUSINESS

11.1. Renaming the Downtown Pop-Up Park and Installing a Plaque in Honor of Donald "Elvis" Prieto

Assistant to the City Administrator Atkins provided staff presentation and responded to Council Member questions.

Mayor Blankley opened Public Comment. There being no speakers, Mayor

Blankley closed Public Comment.

Motion: Approve naming the Downtown Pop-Up Park the Donald “Elvis” Prieto Park and the installation of a privately funded memorial plaque.

RESULT: Pass

MOVER: Fred Tovar, Council Member

SECONDER: Rebeca Armendariz, Council Member

AYES: Council Member Armendariz, Mayor Pro Tempore Bracco, Council Member Cline, Council Member Hilton, Council Member Marques, Council Member Tovar, Mayor Blankley

NAYS: None

ABSENT: None

11.2. Santa Teresa Fire District Station Update

City Administrator Forbis provided staff presentation. He, Human Resources Director McPhillips, and Fire Chief Wyatt responded to Council Member questions.

Mayor Blankley opened Public Comment.

Frank Saiz highlighted the urgency of addressing fire safety issues in his neighborhood, which has been affected by prolonged studies since 2005. He acknowledged the strain of overtime and sick leave on firefighters across California.

Steven Hayes discussed challenges like increased sick and overtime leave due to injuries and high work demands, over-staffing during emergencies, equipment issues, and the strain caused by increased call volume.

Chris Ingram urged collaboration with local firefighters to address staffing shortages and open the fourth fire station, emphasizing the importance of quick response times in emergencies.

Jeff MacPhail advocated for increasing firefighter staffing to ensure consistent, equitable city services and highlighted the commitment of Gilroy firefighters to the community.

Justin Santos highlighted the strain of mandatory overtime on Gilroy firefighters and urged the City Council to engage in dialogue with the firefighters' union to address staffing and budget challenges.

Joe Andrews emphasized the need to increase firefighter staffing, fully open a fire station for better community and firefighter safety, and enhance Gilroy's role in the statewide mutual aid plan.

Ron Kirkish discussed witnessing local fires, suggested additional revenue sources for public services, and emphasized the importance of funding beyond politics.

Marty Estrada advocated for a youth center in Gilroy, suggested an audit for firefighters' staffing issues, and recommended exploring federal grants for funding.

Former Gilroy Fire Chief Jeff Clet discussed the city's awareness of the need for additional fire stations and resources, highlighting past and current efforts to address these needs.

Saul Gonzalez expressed support for funding the new fire station and emphasized the importance of including youth services in public safety measures.

Jeff UnaDia shared a personal experience about delayed response times leading to a child's death, highlighting the importance of timely emergency services and questioning the value placed on human life.

There being no further speakers, Mayor Blankley closed Public Comment.

A motion was made by Mayor Blankley, seconded by Council Member Marques, to direct staff to come back to Council with all suggestions provided in the staff report and for the Council to continue receiving regular reports from staff regarding firefighter staffing. Council Member Hilton provided a substitute motion to Mayor Blankley's original motion.

Substitute Motion: Include all elements of Mayor Blankley's original motion and direct Staff to explore and report back to the Council on the possibility of reopening negotiations on the Memorandum of Understanding.

RESULT: Pass

MOVER: Zachary Hilton, Council Member

SECONDER: Rebeca Armendariz, Council Member

AYES: Council Member Armendariz, Council Member Cline, Council Member Hilton, Council Member Tovar

NAYS: Mayor Pro Tempore Bracco, Council Member Marques, Mayor Blankley

ABSENT: None

12. CITY ADMINISTRATOR'S REPORTS

City Administrator Forbis provided the report.

13. CITY ATTORNEY'S REPORTS

There were none.

14. CLOSED SESSION

Mayor Blankley opened Public Comment. There being no speakers, Mayor Blankley closed Public Comment.

Mayor Blankley recessed the Regular Meeting at 9:05 PM.

The City Council reconvened into Closed Session at 9:10 PM.

The vote to stay in Closed Session was unanimous.

- 14.1. CONFERENCE WITH REAL PROPERTY NEGOTIATORS Pursuant to GC Sec. 54956.8 and GCC Sec.17A.8 (a) (2) Property: City-Owned 536 Acres at Hecker Pass (Including Gilroy Gardens Theme Park), 3050 Hecker Pass Highway, Gilroy, CA (APN's: 810-17-024, 810-17-026, 810-17-029, 810-17-030, 810-17-031, 810-18-002, 810-18-013, 810-19-005, 810-19-007, 810-19-010, 810-19-011, 810-19-014)**

Negotiators: Jimmy Forbis, City Administrator; Victoria Valencia, Economic Development Manager

Other Party to Negotiations: Paul Nakamoto, Bay.Org (DBA Aquarium of the Bay/Bay Ecotarium)

Under Negotiations: Price and terms of payment for sale or lease.

No reportable Action

15. ADJOURN TO OPEN SESSION

Mayor Blankley reported out of Closed Session as shown above.

16. ADJOURNMENT

Mayor Blankley adjourned the meeting at 9:23 PM.

I HEREBY CERTIFY that the foregoing minutes were duly and regularly adopted at a regular meeting of the City Council of the City of Gilroy.

/s/Thai Nam Pham, MMC, CPMC
City Clerk

DRAFT

- 7.2. Approval of a Notice of Acceptance of Completion for the Egleberry and Seventh Parking Lot Project No. 20-PW-444 and Approve a Final Contract Amount with Norcal Contractor in the Amount of \$2,026,595.38**



City of Gilroy

STAFF REPORT

Agenda Item Title: Approval of a Notice of Acceptance of Completion for the Eigleberry and Seventh Parking Lot Project No. 20-PW-444 and Approve a Final Contract Amount with Norcal Contractor in the Amount of \$2,026,595.38

Meeting Date: December 4, 2023
From: Jimmy Forbis, City Administrator
Department: Public Works
Submitted By: Karl Bjarke, Interim Public Works Director
Prepared By: Julie Oates, Engineer II

STRATEGIC PLAN GOALS

Promote Economic Development Activities

RECOMMENDATION

- a) Approve a Notice of Acceptance of Completion for the Eigleberry and Seventh Parking Lot Project No. 20-PW-444.
- b) Approve a final contract amount of \$2,026,595.38 with Norcal Contractor for the Eigleberry and Seventh Parking Lot Project No. 20-PW-444.

EXECUTIVE SUMMARY

The Public Works Department has completed the construction of the Eigleberry and Seventh Parking Lot Project (Project) and has reviewed and approved all project documentation.

The Project consisted of constructing a new surface parking lot at the northeast corner of Eigleberry and Seventh Streets. Staff recommends the City Council approve the Notice of Acceptance of Completion for the Eigleberry and Seventh Parking Lot Project No. 20-PW-444 and approve a final contract amount of 2,026,595.38 with Norcal Contractor.

Approval of a Notice of Acceptance of Completion for the Egleberry and Seventh Parking Lot Project No. 20-PW-444 and Approve a Final Contract with Norcal Contractor in the Amount of \$2,026,595.38

BACKGROUND

On April 18, 2022, the City Council awarded a contract to Norcal Contractor for the construction of the Egleberry and Seventh Parking Lot Project in the amount of \$1,825,485.38 with a contingency of \$182,548.62 (10%) for a total construction cost of \$2,008,034.00 and \$301,988.00 for design and incidental costs, for a maximum total project cost of \$2,310,000.00.

ANALYSIS

The project scope of work included the construction of a 140-space surface parking lot along Seventh Street between Egleberry Street and Gourmet Alley, with hot mix asphalt paving; associated signing and striping; concrete flatwork; ADA-compliant curb ramps; a bioretention facility and drainage infrastructure; electric vehicle charging stations; lighting; landscaping; and various amenities.

The project costs are summarized below.

Table 1. Construction Cost Summary	
Original Construction Contract	\$1,825,485.38
Contract Change Orders	\$201,110.00
Final Construction Contract	\$2,026,595.38

Table 2. Total Project Cost Summary	
Design & Incidental Costs	\$271,943.43
Final Construction Contract	\$2,026,595.38
Total Project Cost	\$2,298,538.81
Approved Maximum Project Cost	\$2,310,000.00
Unspent Amount Returned to Fund Balance	\$11,461.19

FISCAL IMPACT/FUNDING SOURCE

The total construction cost was \$2,026,595.38. The project was funded by the Capital Projects Fund (400).

Attachments:

1. 20-PW-444 NOC

RECORDING REQUESTED BY:

City of Gilroy

WHEN RECORDED, MAIL TO:

City Clerk's Office

City of Gilroy

7351 Rosanna Street

Gilroy, CA 95020

(SPACE ABOVE THIS LINE FOR RECORDER'S USE)

**RECORD WITHOUT FEE UNDER SECTION 27383
GOVERNMENT CODE OF STATE OF CALIFORNIA**

Notice of Acceptance of Completion

Eigleberry and Seventh Parking Lot

Project No. 20-PW-444

Norcal Contractor

SEPARATE PAGE PURSUANT TO GOVT. CODE 27361.6

NOTICE OF ACCEPTANCE OF COMPLETION

NOTICE IS HEREBY GIVEN that, as of the 4th day of December, 2023, the City of Gilroy, California (“City”) has accepted as completed the work required to be performed under the following agreement (“Agreement”) by and between Norcal Contractor (“Contractor”) and City:

Eigleberry and Seventh Parking Lot
Project No. 20-PW-444
Norcal Contractor

Project No.: 20-PW-444

Contractor Name: Norcal Contractor

Contractor Address: 260 Espinosa Rd, Salinas, CA 93907

Surety on Contract: The Ohio Casualty Insurance Company

Location of Project: Gilroy, California

Description of Work:

Furnishing all labor, materials, incidentals, and equipment necessary to construct a parking lot along Seventh Street, between Eigleberry Street and Gourmet Alley, with hot mix asphalt paving, associated signing and striping, associated concrete flatwork, installation of ADA-compliant curb ramps, installation of a bioretention facility and associated drainage infrastructure, electric vehicle (EV) charging infrastructure, other amenities, and other work incidental thereto.

Interest of City: X Owner in Fee
 Vendee under Agreement to Purchase
 Lessee
 Owner of Easements
 Holder of License
 Owner of Streets
 Owner of Utilities, Water, Sewer, Storm Systems

Owner's Name/Address: City of Gilroy, 7351 Rosanna Street, Gilroy, CA 95020

Work Done: See above, Description of Work

This notice is given in accordance with the provisions of Section 3093 of the Civil Code of the State of California.

The undersigned, being duly sworn, deposes and say:

That I am an officer of the City of Gilroy, that I have read the foregoing Notice of Acceptance of Completion and know the contents thereof; and that the same is true of my own knowledge, except as to those matters that I believe to be true. I certify under penalty of perjury that the foregoing is true and correct.

Executed at the City of Gilroy, County of Santa Clara, State of California, on _____.

CITY OF GILROY

BY: _____

Karl Bjarke

TITLE: Interim Public Works Director

**7.3. Adoption of an Ordinance of the City Council of the City of Gilroy
Amending Chapter 30, Article LIV of the Gilroy City Code Relating to
Accessory Dwelling Units (Z 23-05)**



City of Gilroy

STAFF REPORT

Agenda Item Title: Adoption of an Ordinance of the City Council of the City of Gilroy Amending Chapter 30, Article LIV of the Gilroy City Code Relating to Accessory Dwelling Units (Z 23-05)

Meeting Date: December 4, 2023
 From: Jimmy Forbis, City Administrator
 Department: Community Development
 Submitted By: Sharon Goei, Community Development Director
 Prepared By: Erin Freitas, Planner II

STRATEGIC PLAN GOALS

Promote Safe Affordable Housing for All

RECOMMENDATION

Adopt an ordinance of the City Council of the City of Gilroy amending Chapter 30, Article LIV of the Gilroy City Code relating to accessory dwelling units and find that it is statutorily exempt from review under the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines Section 15282(h) for the adoption of an ordinance regarding second units in a single-family or multifamily residential zone by a city or county to implement the provisions of Section 65852.2 of the Government Code as set forth in Section 21080.17 of the Public Resources Code.

ANALYSIS

Senate Bill (SB) 897, Assembly Bill (AB) 2221, and Assembly Bill (AB) 976 amend Section 65852.2 of the Government Code regarding accessory dwelling units (ADUs). SB 897 and AB 2221 became effective on January 1, 2023, and AB 976 will become effective on January 1, 2024. The proposed zoning text amendments are recommended to ensure the City Code is consistent with state law.

At the November 20, 2023 regular meeting, the City Council considered and introduced an ordinance amending Chapter 30, Article LIV of the Gilroy City Code relating to accessory dwelling units. The ordinance includes zoning text amendments to ensure the

City Code complies with state law. The City Council motioned to read the ordinance by title only, waived further reading of the ordinance, and introduced the ordinance with a 7-0 vote.

The introduced ordinance contained one minor modification from the written draft ordinance, made orally after discussion at the meeting. This oral change, shown below in redline format for easy distinction, is included in the written ordinance proposed for adoption.

1. Retain the existing deed restriction requirement for an accessory dwelling unit (ADU) and/or a junior accessory dwelling unit (JADU) by replacing 'sign an affidavit' with the original language of 'record a deed restriction' at section 30.54.20(c) to read as follows:

Prior to the issuance of a building permit for an accessory dwelling unit and/or a junior accessory dwelling unit, the owner must ~~sign an affidavit~~ **record a deed restriction** stating that any accessory dwelling unit on the property may not be rented for periods less than thirty (30) days and that any accessory dwelling unit may not be transferred or sold separately from the primary residential structure except as permitted by California Government Code Section 65852.26(a).

As indicated above, this minor modification has been included in the copy of the ordinance attached to this agenda report for Council adoption. The City Council is now asked to adopt the proposed ordinance consistent with its November 20, 2023 action. The ordinance will take effect thirty (30) days from and after the date of Council adoption, on January 3, 2024.

ALTERNATIVES

Council may decline adoption of the ordinance or refer the ordinance to staff and direct that it be scheduled for a future meeting of the City Council for consideration. These alternatives are not recommended as Council has provided direction to staff.

FISCAL IMPACT/FUNDING SOURCE

Staff time and resources required to adopt new zoning regulations to implement the state requirements are typically funded under the Department's operational budget and through the City's General Fund. No other funding resources are necessary at this time.

PUBLIC OUTREACH

Public hearings were held on the proposed ordinance at the November 2, 2023 Planning Commission meeting and the November 20, 2023 regular meeting of the City Council. Notices were published in the Gilroy Dispatch. Since the amendments apply citywide, a separate mailed notice to property owners was not required. Public hearing packets are available through the City's website.

Adoption of an Ordinance of the City Council of the City of Gilroy Amending Chapter 30, Article LIV of the Gilroy City Code Relating to Accessory Dwelling Units (Z 23-05)

NEXT STEPS

If adopted, the ordinance will become effective in 30 days on January 3, 2024. Staff will submit the adopted ADU ordinance for review by the State of California Housing and Community Development Department (HCD) for compliance with state law.

Attachments:

1. Proposed Accessory Dwelling Unit Ordinance
2. November 20, 2023 Ordinance Introduction Staff Report

ORDINANCE 2023-XX

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF
GILROY AMENDING THE GILROY CITY CODE, CHAPTER
30 (ZONING), ARTICLE LIV REGARDING ACCESSORY
DWELLING UNITS**

WHEREAS, the Gilroy City Code Chapter 30 (Zoning), Article LIV currently regulates accessory dwelling units within the city; and

WHEREAS, Senate Bill No. 897 and Assembly Bill No. 2221 were approved by the Governor and filed with the Secretary of State on September 28, 2022, and amended Section 65852.2 of the Government Code, which became effective January 1, 2023; and

WHEREAS, Assembly Bill No. 976 was approved by the Governor and filed with the Secretary of State on October 11, 2023, and amended Section 65852.2 of the Government Code, and will be effective January 1, 2024; and

WHEREAS, Senate Bill No. 897, Assembly Bill No. 2221, and Assembly Bill No. 976 require text amendments to Gilroy City Code Chapter 30 (Zoning), Article LIV regarding accessory dwelling units; and

WHEREAS, the adoption of the Zoning Ordinance text amendments is statutorily exempt from review under the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines Section 15282(h) for projects involving the adoption of an ordinance regarding second units in a single-family or multifamily residential zone by a city or county to implement the provisions of Section 65852.2 of the Government Code as set forth in Section 21080.17 of the Public Resources Code; and

WHEREAS, on November 2, 2023, 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 related to the proposed Zoning Amendments (Z 23-05); and

WHEREAS, the City Council held a duly noticed public hearing on November 20, 2023, at which time the City Council received and considered Zoning Amendment file number Z 23-05, took and considered written and oral public testimony, the staff report, and all other documentation related to application Z 23-05; and

WHEREAS, in accordance with City of Gilroy Chapter 30 (Zoning), Article LII (Amendment to the Zoning Ordinance), the Planning Commission has recommended, and the City Council finds, that the proposed Zoning Ordinance text amendment is necessary to carry out the general purpose of the Zoning Ordinance, and applicable General Plan goals and policies including Gilroy 2040 General Plan Land Use Goal LU 3 to provide a variety of housing types that offer choices for Gilroy residents and create complete, livable neighborhoods; Gilroy 2023-2031 Housing Element Goal 1 (Housing Production) to encourage the production of a variety of housing types for Gilroy residents; and Gilroy 2023-2031 Housing Element Goal 2 (Removal of Government Constraints) to

periodically review City regulations and ordinances to ensure that they do not constrain housing development and are consistent with state law; and

WHEREAS, the location and custodian of the documents or other materials that constitute the record of proceedings upon which the project approval is based is the office of the City Clerk.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF GILROY DOES HEREBY ORDAIN AS FOLLOWS:

SECTION I

The foregoing recitals are true and correct and are incorporated herein by this reference.

SECTION II

The amendments to the Gilroy City Code, Chapter 30 (Zoning), Article LIV, set forth in Exhibit 'A' regarding accessory dwelling units, are hereby adopted.

SECTION III

If any section, subsection, subdivision, sentence, clause, or phrase of this Ordinance is for any reason held to be unconstitutional or otherwise void or invalid by any court of competent jurisdiction, the validity of the remaining portion of this Ordinance shall not be affected thereby.

SECTION IV

Pursuant to section 608 of the Charter of the City of Gilroy, this Ordinance shall be in full force and effect thirty (30) days from and after the date of its adoption.

PASSED AND ADOPTED by the City Council of the City of Gilroy at a regular meeting duly held on the 4th day of December 2023 by the following roll call vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

APPROVED:

Marie Blankley, Mayor

ATTEST:

Thai Nam Pham, City Clerk

Attachment:

1. Exhibit 'A': Proposed amendment language for Chapter 30, Article LIV

EXHIBIT 'A' of ORDINANCE 2023-XX

Chapter 30 ZONING ORDINANCE

ARTICLE LIV. ACCESSORY DWELLING UNITS

30.54.10 Purpose and intent.

The intent of this article is to provide for accessory dwelling units and junior accessory dwelling units on lots zoned to allow single-family, duplex and multifamily dwelling residential use and that include a proposed or existing primary residential dwelling consistent with California Government Code Section 65852.2. Accessory dwelling units contribute needed housing to the City of Gilroy's housing stock and enhance housing opportunities. An accessory dwelling unit is considered a residential use that is consistent with the existing general plan and zoning designations for the lot. The accessory dwelling unit is not included in calculation of residential density for the purposes of determining general plan conformance.

30.54.20 General requirements.

Notwithstanding any local ordinance regulating the issuance of variances or special use permits, or regulations adopted herein to the contrary, an application for a building permit to construct an accessory dwelling unit or junior accessory dwelling unit shall be approved or denied ministerially without discretionary review or hearing within sixty (60) days from the date the city receives a completed application if there is an existing single-family or multifamily dwelling on the lot. The following requirements apply to all accessory dwelling units:

(a) An accessory dwelling unit shall not be rented for periods less than thirty (30) days. Short-term rentals are prohibited.

(b) An accessory dwelling unit shall not be sold separately from the primary residential structure except as permitted by California Government Code Section 65852.26(a).

(c) Prior to the issuance of a building permit for an accessory dwelling unit and/or a junior accessory dwelling unit, the owner must record a deed restriction stating that any accessory dwelling unit on the property may not be rented for periods less than thirty (30) days and that any accessory dwelling unit may not be transferred or sold separately from the primary residential structure except as permitted by California Government Code Section 65852.26(a). ~~In addition, the deed restriction for a junior accessory dwelling unit shall include an owner occupancy requirement in compliance with this article. However, there shall be no owner occupancy requirement imposed on an accessory dwelling unit that is permitted on or after January 1, 2020.~~

(d) The installation of fire sprinklers shall not be required for an accessory dwelling unit if sprinklers are not otherwise required for the primary residence.

(e) Accessory dwelling units are subject to the objective design standards and other zoning requirements of the zoning district in which the existing primary dwelling is located and must be built in accordance with the building code set forth in Chapter 6, except for those design, zoning, and building standards inconsistent with state requirements under California Government Code Section 65852.2. Zoning standards and requirements will be modified if they would preclude the construction of at least an 800 square foot attached or detached dwelling unit with four-foot side and rear yard setbacks.

(f) An accessory dwelling unit is not subject to residential accessory structure regulations.

(g) An accessory dwelling unit will not be subject to any charges and fees other than building permit fees generally applicable to residential construction in the zone in which the property is located, except as otherwise provided herein.

(h) Any connection fees and capacity charges that may be required must be assessed in compliance with the provisions of Government Code Sections 65852.2 and 65852.22.

(i) The accessory dwelling unit must contain water, sewer and gas and/or electric utility connections that are in working condition upon its occupancy. The accessory dwelling unit may be serviced by the primary residence or may have separate utility meters. The accessory dwelling unit will not be considered a new residential use for the purpose of calculating connection fees or capacity charges for these utilities.

~~(j) Subject to Government Code Section 65852.2(f)(4), an accessory dwelling unit must have an independent electrical subpanel, water heating and space heating equipment within the unit or be readily accessible to the occupant on the exterior of the unit.~~

(~~j~~k) Ministerial approval of a permit for creation of an accessory dwelling unit shall not be conditioned on the correction of preexisting nonconforming zoning conditions.

(~~k~~l) A certificate of occupancy for any accessory dwelling unit shall not be issued before the local agency issues a certificate of occupancy for the primary dwelling.

(~~l~~m) If the applicant requests a delay in processing, the sixty (60) day time period shall be tolled for the period of the delay.

30.54.30 Single-family residential accessory dwelling unit standards.

Notwithstanding any other provisions of this article or of this chapter to the contrary, ~~one~~ ~~(4)~~ residential accessory dwelling unit shall be permitted as a single-family residential use that complies with California Government Code Section 65852.2 and the following:

(a) Zoning. An accessory dwelling unit shall be allowed on any residential parcel in any zoning district that permits residential or mixed use development and which contains an

existing or proposed primary single-family residential use.

~~(b) Number. Only one (1) detached accessory dwelling unit may be permitted on a parcel that contains not more than one (1) existing or proposed single-family residence.~~

~~(be)~~ Primary Dwelling Relationship. An accessory dwelling unit may be within, attached to, or detached from the proposed or existing primary dwelling; provided, that a single-family residential accessory dwelling unit contained within or attached to an existing primary dwelling unit shall have independent exterior access from the existing residence.

(c) Unit Type Combinations. Ministerial approval for a building permit within a residential or mixed-use zone is permitted to create any of the following:

(1) One accessory dwelling unit and one junior accessory dwelling unit per lot with a proposed or existing single-family dwelling if all of the following apply:

(i) The accessory dwelling unit or junior accessory dwelling unit is within the proposed space of a single-family dwelling or existing space of a single-family dwelling or accessory structure and may include an expansion of not more than 150 square feet beyond the same physical dimensions as the existing accessory structure. An expansion beyond the physical dimensions of the existing accessory structure shall be limited to accommodating ingress and egress.

(ii) The space has exterior access from the proposed or existing single-family dwelling.

(iii) The side and rear setbacks are sufficient for fire and safety.

(iv) The junior accessory dwelling unit complies with the requirements of this article and Government Code Section 65852.22.

(2) One detached, new construction, accessory dwelling unit that does not exceed four-foot side and rear yard setbacks for a lot with a proposed or existing single-family dwelling.

(d) Size.

(1) A detached accessory dwelling unit shall not exceed a maximum size of one thousand (1,000) square feet in floor area.

(2) An attached accessory dwelling unit ~~, including internal conversions of existing primary living space,~~ shall be permitted but shall not exceed fifty percent (50%) of the existing primary dwelling gross floor area, garage area excluded. Notwithstanding this requirement, an eight hundred fifty ~~(800)~~ 850 square-foot one bedroom or one thousand (1,000) square-foot two or more-bedroom

accessory dwelling unit shall be allowed.

(e) Height.

(1) The maximum height for a ~~an detached~~ accessory dwelling unit shall be one (1) story and sixteen (16) feet. Detached accessory dwelling units located within a half-mile of a major transit stop or high-quality transit corridor are permitted to a maximum height of 18 feet, and may be up to two feet or taller, for a maximum of 20 feet, if necessary to match the roof pitch of the primary dwelling unit.

(2) The maximum height for a structure composed of a detached garage and an accessory dwelling unit that is proposed to be constructed above a detached garage shall be twenty-four (24) feet.

(3) An accessory dwelling unit attached to the primary dwelling is limited to the height allowed in the underlying zoning district.

(f) Setbacks. An accessory dwelling unit is subject to the design criteria and zoning requirements of the district in which the existing single-family dwelling is located and as follows:

(1) An accessory dwelling unit must not encroach upon the required front yard area unless it would preclude the construction of at least an eight hundred (800) square foot accessory dwelling unit with four-foot side and rear yard setbacks.

(2) A setback of four (4) feet from the side and rear lot lines shall be required for a newly constructed accessory dwelling unit that is not constructed in the same location and to the same dimensions as an existing structure.

(3) No additional zoning setback is required for conversion of an existing permitted accessory structure, living area, or garage space, or conversion of a structure that is constructed in the same location and to the same dimensions as the existing structure.

(g) Parking. One (1) additional parking space shall be required for a newly constructed accessory dwelling unit, which may be located within the front setback, in tandem and in an existing driveway ~~that provides at least eighteen (18) feet of clearance from the back of sidewalk.~~ Parking in setback areas or tandem parking may be denied if found to be infeasible due to specific site or life safety conditions. Notwithstanding the above, a parking stall will not be required for an accessory dwelling unit that meets any of the following criteria:

(1) The accessory dwelling unit is created as a result of the conversion of existing area of the single-family residence or existing permitted single-family residential accessory structure.

(2) An existing single-family residential garage, carport or parking structure is converted or demolished to accommodate an accessory dwelling unit in the same location.

(3) The accessory dwelling unit is within one-half (1/2) mile walking distance of a public transit station, such as a bus stop or train station.

(4) The property is within an architecturally and historically significant historic district.

(5) On-street parking permits are required in the area but not offered to the occupant of the residential accessory dwelling unit.

(6) A car share vehicle is located within one (1) block of the accessory dwelling unit.

(h) Design Standards. Architectural review of an attached or detached accessory dwelling unit will be limited to the following:

(1) The design of the single-family residential accessory dwelling unit must be compatible with the existing primary dwelling. This may be achieved through use of the same architectural details, including ~~, but not limited to,~~ window styles, roof slopes, exterior materials, and colors. Architectural review shall not unreasonably restrict construction of the accessory dwelling unit.

(2) An accessory dwelling unit located within a historic site or neighborhood combining district will be subject to ministerial review for compliance with the design review criteria set forth in ~~section~~ Section 30.27.40 and must be consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

(3) Outside stairways serving a second story accessory dwelling unit shall not be constructed on any building elevation facing a public street.

(4) No passageway will be required in conjunction with the construction of an accessory dwelling unit.

(5) An accessory dwelling unit must be built in accordance with the building code set forth in Chapter 6, except that any design, zoning, and building standards inconsistent with state requirements under California Government Code Section 65852.2 shall not apply.

~~(i) Streamlined Accessory Dwelling Units. Notwithstanding the above restrictions of this section, a building permit application shall be ministerially approved for an attached or detached single-family accessory dwelling unit that is proposed on a lot with a proposed or existing family dwelling if the accessory dwelling unit complies with all of the following~~

~~minimum standards:~~

- ~~(1) The front yard setback requirement is provided for new construction;~~
- ~~(2) A setback of at least four (4) feet is provided from side and rear lot lines;~~
- ~~(3) No greater than eight hundred (800) square feet of floor area is proposed;~~
~~and~~
- ~~(4) No greater than sixteen (16) feet of height is proposed.~~

30.54.40 Junior accessory dwelling unit standards.

Notwithstanding any other provisions in this article or of this chapter to the contrary, a junior accessory dwelling unit shall be permitted within a single-family residential unit in compliance with the following standards:

~~(a) Owner occupancy of the property shall be required. The owner must reside in the primary single-family residence, junior accessory dwelling unit or separate residential accessory dwelling unit constructed on the property in compliance with this article.~~

~~(ab)~~ One (1) junior accessory dwelling unit may be permitted per residential lot zoned for a single-family residential use; provided, that the lot has not more than one (1) existing or proposed single-family residence, and not more than one (1) attached or detached residential accessory dwelling unit if constructed in compliance with all applicable limitations of ~~S~~section 30.54.30.

~~(be)~~ The unit must be constructed within the existing walls of an existing or proposed single-family dwelling.

~~(cd)~~ The square footage of the unit shall be at least the minimum size required for an efficiency unit, up to a maximum size of five hundred (500) square feet in floor area.

~~(de)~~ A separate entrance from the unit to the exterior of the residence shall be provided. Internal connection may also be permitted.

~~(ef)~~ An efficiency kitchen must be provided in the unit which shall include all of the following:

- (1) A cooking facility with appliances, which may be countertop appliances.
- (2) A food preparation counter and storage cabinets that are of reasonable size in relation to the size of the junior accessory dwelling unit.

~~(fg)~~ The unit may include separate bathroom facilities or may share bathroom facilities contained within the primary residence. If a bathroom facility is shared with a primary

residence, a separate interior entry to the main living area is required.

(gh) No separate utility connection, connection fee or capacity charge, or parking space shall be required for a junior accessory dwelling unit.

30.54.50 Multifamily and duplex residential accessory dwelling unit standards.

Notwithstanding any other provisions of this article or of this chapter to the contrary, accessory dwelling units within duplex or multifamily zoned and developed properties shall be permitted and comply with the following:

(a) Portions of the existing duplex or multifamily dwelling structure(s) that are not used as livable space (including, but not limited to, storage rooms, boiler rooms, passageways, attics, basements, or garages) may be converted for use as accessory dwelling units; provided, that the total number of units must not exceed twenty-five percent (25%) of the existing multifamily dwelling units or one (1) unit, whichever is greater.

(b) An owner may also construct up to a maximum of two (2) detached accessory dwelling units on a lot that has an existing permitted or proposed duplex or multifamily dwelling, subject to a height limit of sixteen (16) feet and four (4) foot rear yard and side setbacks.

(c) Height. Accessory dwelling units are limited to a maximum height of 16 feet, except as established below:

(1) A detached accessory dwelling unit located within a half-mile of a major transit stop or high-quality transit corridor is limited to a maximum height of 18 feet, and may be up to two feet taller, for a maximum of 20 feet, if necessary to match the roof pitch of the primary dwelling unit.

(2) A detached accessory dwelling unit located on a parcel with a multistory, multifamily dwelling structure is limited to a maximum height of 18 feet.

(de) Each unit shall be limited in accordance with the maximum size parameters provided in section 30.54.30(d)

30.54.60 Definitions.

As used in this article, the following terms shall be defined as follows:

“Accessory dwelling unit” means an attached or a detached residential dwelling unit that provides complete independent living facilities for one (1) or more persons and is located on a lot with a proposed or existing primary residence. It shall include permanent provisions for living, sleeping, eating, cooking and a food preparation area (which may include countertop appliances), and sanitation on the same parcel as the

single-family or multifamily dwelling is or will be situated. "Accessory dwelling unit" also includes the following:

- (a) An efficiency unit, as defined in California Health and Safety Code Section 17958.1.
- (b) A manufactured home, as defined in California Health and Safety Code Section 18007.

"Attached accessory dwelling unit" means a residential dwelling unit that is created as a result of internal conversion, addition, or combination thereof made to the primary residential dwelling unit.

"High-quality transit corridor" means a corridor with fixed bus route service with service intervals no longer than 15 minutes during peak commute hours as defined in Section 21155 of the Public Resources Code.

"Junior accessory dwelling unit" means a unit that is no more than five hundred (500) square feet in size and contained entirely within a single-family residence. A junior accessory dwelling unit may include separate sanitation facilities, or may share sanitation facilities with the existing structure.

"Living area" means the interior habitable area of a dwelling unit, including basements and attics, but does not include a garage or any accessory structure.

"Major transit stop" means an existing rail or bus rapid transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods as defined in Section 21064.3 of the Public Resources Code.

"Nonconforming zoning condition" means a physical improvement on a property that does not conform with current zoning standards.

"Objective standards" means standards that involve no personal or subjective judgment by a public official and are uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official prior to submittal.

"Public transit" means a location, including, but not limited to, a bus stop or train station, where the public may access buses, trains, subways, and other forms of transportation that charge set fares, run on fixed routes, and are available to the public.

"Tandem parking" means that two (2) or more automobiles are parked on a driveway or in any other location on a lot, lined up behind one another.



City of Gilroy

STAFF REPORT

Agenda Item Title: Introduction and First Reading of an Ordinance of the City Council of the City of Gilroy Amending Chapter 30, Article LIV of the Gilroy City Code Relating to Accessory Dwelling Units (Z 23-05)

Meeting Date: November 20, 2023
From: Jimmy Forbis, City Administrator
Department: Community Development
Submitted By: Sharon Goei, Community Development Director
Prepared By: Erin Freitas, Planner II

STRATEGIC PLAN GOALS

Promote Safe Affordable Housing for All

RECOMMENDATION

1. Motion to read the ordinance by title only and waive further reading of the ordinance; and
2. Introduce an ordinance of the City Council of the City of Gilroy amending Chapter 30, Article LIV of the Gilroy City Code relating to accessory dwelling units and find that it is statutorily exempt from review under the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines Section 15282(h) for the adoption of an ordinance regarding second units in a single-family or multifamily residential zone by a city or county to implement the provisions of Section 65852.2 of the Government Code as set forth in Section 21080.17 of the Public Resources Code.

EXECUTIVE SUMMARY

Senate Bill (SB) 897, Assembly Bill (AB) 2221, and Assembly Bill (AB) 976 amend Section 65852.2 of the Government Code regarding accessory dwelling units (ADUs). SB 897 and AB 2221 became effective on January 1, 2023, and AB 976 will become effective on January 1, 2024. The proposed zoning text amendments are recommended to ensure the city code is consistent with state law.

BACKGROUND

On September 28, 2022, Governor Newsom signed Senate Bill (SB) 897 and Assembly Bill (AB) 2221, and on October 11, 2023, he signed Assembly Bill (AB) 976 amending Section 65852.2 of the Government Code regarding accessory dwelling units (ADUs). These bills include modifications such as clarifying standards imposed must be objective, front setbacks must allow at least an 800 square foot ADU, setting new height allowances based on property location and proximity to high-quality transit, and removing owner occupancy requirements. SB 897 and AB 2221 became effective on January 1, 2023, and AB 976 will become effective on January 1, 2024. The proposed zoning text amendments to Chapter 30, Article LIV of the Gilroy City Code are proposed to be consistent with state law.

Environmental Assessment:

Section 15282(h) of the California Environmental Quality Act (CEQA) Guidelines statutorily exempts from further environmental review those projects involving the adoption of an ordinance regarding second units in a single-family or multifamily residential zone by a city or county to implement the provisions of Section 65852.2 of the Government Code as set forth in Section 21080.17 of the Public Resources Code. The subject zoning ordinance amendments are covered under Section 15282(h) of the CEQA Guidelines.

Planning Commission Review:

On November 2, 2023, the Planning Commission considered the draft ordinance and voted 5-1-1 (one opposed, one absent) recommending the adoption of the ordinance. No public comment was received. The Commission had questions about any modifications in the ordinance that were not required per state law, specifically regarding deed restriction, encroachment into the front setback, and ADU size. The following is a detailed explanation of these topics raised by the Planning Commission:

- **Deed restrictions:** The state law states that local agencies may require a deed restriction on a JADU. The state law has no requirements for a deed restriction on an ADU. The following cities do not require deed restrictions: Los Altos Hills, Los Gatos, Monte Sereno, and Sunnyvale. Currently, the City of Gilroy's zoning ordinance requires a deed restriction on an ADU or a JADU. Requiring a deed restriction can create a barrier and delay for a property owner to permit an ADU or a JADU. Therefore, staff proposes removing the deed restriction requirement and instead asks for an affidavit from the property owner. This aligns with a program in the 2023-2031 Housing Element to update the ADU ordinance to incentivize ADU production by replacing the ADU deed restriction requirement with an owner affidavit form that does not require recordation at the County. This change will accelerate and streamline the process for approving ADUs in the City.
- **Front setback encroachment:** The current zoning ordinance requires accessory dwelling units not to encroach upon the required front yard setback. AB 2221 modified Gov. Code Section 65852.2(c)(2)(C) which now states that a local agency shall not establish by ordinance any limits, including front setbacks, that

do not permit at least an 800 square foot accessory dwelling unit with four-foot side and rear yard setbacks. The City modified Section 30.54.30(f)(1) in the zoning ordinance to reflect this language and be consistent with state law.

- **ADU size:** The current zoning ordinance allows the maximum size of a detached ADU to be 1,000 square feet. The maximum size for an attached ADU previously allowed up to 50% of the existing primary dwelling unit or up to 800 square feet. Staff further reviewed the state law and comments provided by HCD to other jurisdictions and determined this section of the zoning ordinance should be modified to clarify that an 850-square-foot one-bedroom or 1,000-square-foot two-more bedroom is allowed as stated in Gov. Code Sec. 65852.2(c)(2)(B). The ADU size was only modified to reflect the minimum required size per state law. Staff did not propose a change to the maximum square footage as that did not change in state law, and the current maximum size of 1,000 square feet that Council previously approved is compliant.

ANALYSIS

State laws SB 897 and AB 2221 became effective January 1, 2023, and AB 976 will become effective on January 1, 2024, requiring modifications to the City's zoning ordinance for accessory dwelling units.

The following table summarizes the amendments proposed to be consistent with new state laws. The revised draft ADU Ordinance is attached with changes shown in strikeout and underlined text (See Attachment 1).

Topic	Section	Action
ADU conveyance	30.54.20 (b) and (c)	Amended to allow separate conveyance as permitted by Govt. Code Section 65852.26(a).
Deed restriction	30.54.20 (c)	Amended to remove the requirement of a recorded deed restriction and instead accept an affidavit from the property owner.
Owner occupancy	30.54.20 (c); 30.54.40 (a)	Amended to remove owner occupancy requirement per state law.
Design standards	30.54.20 (e)	Amended to include "objective" design standards and that zoning must allow for the construction of at least an 800 square foot ADU with four-foot side and rear setbacks per state law.
Independent utility connections	30.54.20 (j)	Removed. Not consistent with state law.
Number of ADUs	30.54.30 (c) and Preamble	Amended to include language precisely as stated in state law.

ADU size for internal conversions	30.54.30 (d)(2)	Removed internal conversions of existing living space because the state law does not limit the size of internal conversions. Added language to include size allowed for attached ADUs per state law which states attached ADUs shall not exceed 50 percent of the existing primary dwelling but shall allow at least an 850 square foot one-bedroom unit or 1,000 square foot two or more-bedroom unit.
ADU height maximums	30.54.30 (e)(1); 30.54.30 (e)(3); 30.54.50(c)	Amended to comply with state law to allow height for detached ADUs up to 18 feet within a ½ mile of a major transit stop or high-quality transit corridor or on multifamily zoned properties with a multifamily, multi-story dwelling structure.
Front yard setbacks	30.54.30(f)(1)	Amended to not preclude construction of an 800 square foot ADU with four-foot side and rear setbacks per state law.
Driveway standard	30.54.30 (g)	Removed the requirement for driveway clearance of 18 feet from the back of the sidewalk which is not required per state law.
Compatible with existing primary dwelling	30.54.30 (h)(1)	Removed “not limited to” which is considered to be subjective language.
Streamlined ADUs	30.54.30 (i)	Removed. The language includes requirements not consistent with state law. All ADUs are streamlined and ministerially approved.
Shared bathroom	30.54.40 (f)	Amended to include that a JADU shall have an interior entry to the main living area if the JADU shares a bathroom with the primary dwelling unit.
Definitions	30.54.60	Added “high-quality transit corridor”, “major transit stop”, and “objective standards” per state law.

The following analysis further demonstrates the amendments would be consistent with the general purpose of the Zoning Ordinance and applicable General Plan goals and

policies.

General Plan Consistency: The proposed amendments are consistent with the Gilroy 2040 General Plan Land Use Goal LU 3 to provide a variety of housing types that offer choices for Gilroy residents and create complete, livable neighborhoods; the Gilroy 2023-2031 Housing Element Goal 1 (Housing Production) to encourage the production of a variety of housing types for Gilroy residents; and the Gilroy 2023-2031 Housing Element Goal 2 (Removal of Government Constraints) to periodically review City regulations and ordinances to ensure that they do not constrain housing development and are consistent with state law.

Zoning Text Amendment Review: Pursuant to City Code Section 30.52.40, the Planning Commission may recommend approval, recommend modifications, or deny the proposed ordinance amendment. The draft Ordinance includes findings demonstrating that the amendment is appropriate and necessary to carry out the general purpose of the Zoning Ordinance and comply with applicable General Plan goals and policies. Pursuant to Section 30.52.60, the City Council may approve, modify, or disapprove a proposed ordinance amendment. The action by the City Council shall be final and conclusive. Ordinances become effective 30 days after adoption by the City Council.

ALTERNATIVES

Council may decline the introduction of the ordinance. This would mean that the City continues to defer to state law regarding regulation of ADUs. Should Council choose to modify the proposed ordinance, staff would return with a revised ordinance.

FISCAL IMPACT/FUNDING SOURCE

Staff time and resources required to adopt new zoning regulations to implement the state requirements are typically funded under the Department's operational budget and through the City's General Fund. No other funding resources are necessary at this time.

PUBLIC OUTREACH

A notice of the November 20, 2023 City Council meeting was advertised in the Gilroy Dispatch on Friday, November 10, 2023 (no less than 10 days prior to the meeting). The City Council public hearing packets are available through the City's webpage. Since the amendments apply city-wide, a separate mailed notice to property owners was not required. No public comments have been received on the proposed amendments.

NEXT STEPS

If the proposed ordinance is introduced, it will be placed on the consent calendar of the next City Council meeting for adoption, tentatively scheduled for December 4, 2023. The ordinance will become effective 30 days following adoption. Staff will submit the

Introduction of an Ordinance of the City Council of the City of Gilroy Amending Chapter 30, Article LIV of the Gilroy City Code Relating to Accessory Dwelling Units (Z 23-05)

adopted ADU ordinance for review by the State of California Housing and Community Development Department (HCD) for compliance with state law.

Attachments:

1. Proposed Accessory Dwelling Unit Ordinance
2. Planning Commission Staff Report (November 2, 2023)

8.1. Approve the Purchase of a Modular Replacement Restroom for Christmas Hill Park and Authorize the City Administrator to Execute Related Purchase Documents

1. Staff Report:
2. Public Comment
3. Possible Action:

Approve the purchase of a modular replacement three-stall restroom for Christmas Hill Park in the amount of \$210,836.00 utilizing Sourcewell Bid #081721, with CXT, Inc. and authorize the City Administrator to execute all related purchase documents.



City of Gilroy

STAFF REPORT

Agenda Item Title: **Approve the Purchase of a Modular Replacement Restroom for Christmas Hill Park and Authorize the City Administrator to Execute Related Purchase Documents**

Meeting Date: December 4, 2023
From: Jimmy Forbis, City Administrator
Department: Public Works
Submitted By: Karl Bjarke, Interim Public Works Director
Prepared By: Matt Jones, Deputy Public Works Director

STRATEGIC PLAN GOALS

Maintain and Improve City Infrastructure

RECOMMENDATION

Approve the purchase of a modular replacement three-stall restroom for Christmas Hill Park in the amount of \$210,836.00 utilizing Sourcewell Bid #081721, with CXT, Inc. and authorize the City Administrator to execute all related purchase documents.

BACKGROUND

On December 4, 2017, City Council unanimously approved the adoption of Resolution No. 2017-39 authorizing the City Administrator to enter into an agreement with the National Joint Powers Alliance (NJPA) and take advantage of the nationally leveraged competitively solicited purchasing contracts. On June 6, 2018, NJPA became formally known as Sourcewell. Sourcewell completes all the required research, advertising, and competitive process in alignment with the City of Gilroy's Purchasing Policy.

To acquire the new modular restroom at Christmas Hill Park, the City contacted Sourcewell to seek a competitive bid through NJPA Contract #022014-FSC.

The original restroom at Christmas Hill Park was installed in 1988. Over the past 35 years, the maintenance of this restroom has proven to be cumbersome and prone to major arson and vandalism. Earlier this year the restroom burned down due to arson. It is proposed to replace the burned restroom with a modular, fire-resistant restroom similar to one installed by CXT, Inc. at Miller Park in 2016, located 1.2 miles away from Christmas Hill Park.

This project is included in the adopted FY 2024 Capital Improvement Program (Citywide Park Reroofing/Rehabilitation, Project No. 800960).

ANALYSIS

CXT, Inc. was selected to perform this work as part of the Sourcewell Cooperative Purchasing Agreement, which establishes nationally leveraged and competitively solicited purchasing contracts under the guidance of the Uniform Municipal Contracting Law. CXT, Inc. was selected by Sourcewell based on their responses to a national Request for Proposals (RFP) for playground and recreation related equipment, accessories, and supplies.

The Capital Improvement Program (CIP) includes Project No. 800960 to replace City parks restrooms on an ongoing basis to address age, build material, vandalism, and internal damage. This CIP effort is programmed over the next five fiscal years with an estimated budget of \$350,000 per fiscal year.

ALTERNATIVES

Council can opt to not approve the purchase of the Christmas Hill Park restroom. This is not recommended as the park currently lacks a restroom due to the arson fire earlier this year.

FISCAL IMPACT/FUNDING SOURCE

Funding for the purchase of a new restroom is programmed in the FY 24/25 Landscape Maintenance Budget (1005510) of the General Fund (100). The budgeted amount for this project in FY 2024 is \$350,000. The proposed award amount is \$210,836 which leaves a budgetary savings of \$139,164 which will be returned to fund balance. The total pricing associated with the purchase of the modular restroom is as follows:

Description	Cost
Sourcewell Base Price for Restroom (options listed in quote)	\$131,436
Added Options	\$42,900
Engineering and State Fees	\$5,000
Transportation Costs to Site	\$17,000

Award a Contract for Replacing the Christmas Hill Bathroom

Sales Tax	\$14,500
Total Purchase Price	\$210,836
Budgetary Savings	\$139,164

NEXT STEPS

With Council's approval, staff will finalize the purchase of the modular restroom at Christmas Hill Park and will work with CXT, Inc. to schedule the manufacturing and delivery of the product. CXT, Inc. estimates the lead time for the delivery of the restroom to be approximately six months.

Attachments:

1. Sourcewell Quote
2. Site Plan

ORDERING INFORMATION



CXT® Precast Concrete Products manufactures restroom, shower and concession buildings in multiple designs, textures and colors. The roof and walls are fabricated with high strength precast concrete to meet all local building codes and textured to match local architectural details. All CXT buildings are designed to meet A.D.A. and to withstand heavy snow, high wind and category E seismic loads. All concrete construction also makes the buildings easy to maintain and withstand the rigors of vandalism. The buildings are prefabricated and delivered complete and ready-to-use, including plumbing and electrical where applicable. With thousands of satisfied customers nationwide, CXT is the leader in prefabricated concrete restrooms.

1. ORDERING ADDRESS(ES): CXT Precast Concrete Products, 606 N. Pines Road, Suite 202, Spokane Valley, WA 99206

2. ORDERING PROCEDURES: Fax 509-928-8270

3. PAYMENT ADDRESS(ES):

Remitting by check:

CXT, Inc., PO Box 676208, Dallas, TX 75267-6208

Remitting by ACH or wire transfer:

Beneficiary: CXT, Inc.

Beneficiary Bank: PNC Bank, Pittsburgh, PA

Account: 1077766885 ABA/Routing: 043000096

Email remittance details to AR@lbfoster.com

4. WARRANTY PROVISIONS: CXT provides a one (1) year warranty. The warranty is valid only when concrete is used within the specified loadings. Furthermore, said warranty includes only the related material necessary for the construction and fabrication of said concrete components. All other non-concrete components will carry a one (1) year warranty. CXT warrants that all goods sold pursuant hereto will, when delivered, conform to specifications set forth above. Goods shall be deemed accepted and meeting specifications unless notice identifying the nature of any non-conformity is provided to CXT in writing within the specified warranty. CXT, at its option, will repair or replace the goods or issue credit for the customer provided CXT is first given the opportunity to inspect such goods. It is specifically understood that CXT's obligation hereunder is for credit, repair or replacement only, F.O.B. CXT's manufacturing plants, and does not include shipping, handling, installation or other incidental or consequential costs unless otherwise agreed to in writing by CXT.

This warranty shall not apply to:

1. Any goods which have been repaired or altered without CXT's express written consent, in such a way as in the reasonable judgment of CXT, to adversely affect the stability or reliability thereof;

2. To any goods which have been subject to misuse, negligence, acts of God or accidents; or

3. To any goods which have not been installed to manufacturer's specifications and guidelines, improperly maintained, or used outside of the specifications for which such goods were designed.

5. TERMS AND CONDITIONS OF INSTALLATION (IF APPLICABLE): All prices subject to the "Conditions of Sale" listed on the CXT quotation form.

Customers are responsible for marking exact location building is to be set; providing clear and level site, free of overhead and/or underground obstructions; and providing site accessible to normal highway trucks and sufficient area for the crane to install and other equipment to perform the contract requirements. Site must allow for the crane to be within three feet of the building location and the truck to be within three feet of the crane. Customer shall provide notice in writing of low bridges, roadway width or grade, unimproved roads or any other possible obstacles to access. CXT reserves the right to charge the customer for additional costs incurred for

special equipment required to perform delivery and installation. Customers will negotiate installation on a project-by-project basis, which shall be priced as separate line items. For more information regarding installation and truck turning radius guidelines please see our website at <http://www.cxtinc.com>.

In the event delivery of the building/s ordered is/are not completed within 30 days of the agreed to schedule through no fault of CXT, an invoice for the full contract value (excluding shipping and installation costs) will be submitted for payment. Delivery and installation charges will be invoiced at the time of delivery and installation.

Should the delivery and installation costs increase due to changes in the delivery period, this increase will be added to the price originally quoted, and will be subject to the contract payment terms.

In the event that the delivery is delayed more than 90 days after the agreed to schedule and through no fault of CXT, then in addition to the remedies above, a storage fee of 1-1/2% of contract price per month or any part of any month will be charged.

****Customer is responsible for all local permits and fees.**

6. DELIVERY CHARGE: All prices F.O.B. origin prepaid and added to invoice. CXT operates three (3) manufacturing plants in the United States and will deliver from the closest location on our carriers.

7. PAYMENT TERMS: All orders are cash in advance. At CXT's discretion, credit may be given after approval of credit application. Payment to CXT by the purchaser of any approved credit amount is net 30 days after submission of invoice to purchaser. Interest at a rate equal to the lower of (i) the highest rate permitted by law; or (ii) 1.5% per month will be charged monthly on all unpaid invoices beginning with the 35th day (includes five (5) day grace period) from the date of the invoice. Under no circumstance can retention be taken. If CXT initiates legal proceeding to collect any unpaid amount, purchaser shall be liable for all of CXT's costs, expenses and attorneys' fees and costs of any appeal.

8. LIMITATION OF REMEDIES: In the event of any breach of any obligations hereunder; breach of any warranty regarding the goods, or any negligent act or omission of any party, the parties agree to submit all claims to binding arbitration. Any settlement reached shall include all reasonable costs including attorney fees. In no event shall CXT be subject to or liable for any incidental or consequential damages. Without limitation on the foregoing, in no event shall CXT be liable for damages in excess of the purchase price of the goods herein offered.

9. DELIVERY INFORMATION: All prices F.O.B. origin prepaid and added to invoice. CXT operates three (3) manufacturing plants in the United States and will deliver from the closest location on our carriers. Use the information below to determine the origin:

- F.O.B. 6701 E. Flamingo Avenue, Building 300, Nampa, ID 83687 applies to: AK, CA, HI, ID, MT, ND, NV, OR, SD, UT, WA, WY.

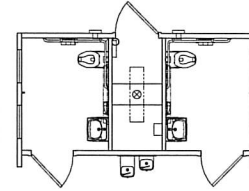
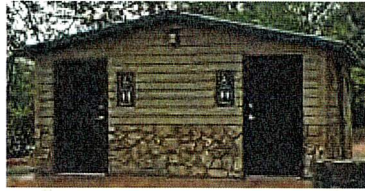
- F.O.B. 901 North Highway 77, Hillsboro, TX 76645 applies to AR, AZ, CO, IA, KS, LA, MN, MO, MS, NE, NM, OK, TX.

- F.O.B. 362 Waverly Road, Williamstown, WV 26183 applies to AL, CT, DE, FL, GA, IL, IN, KY, MA, MD, ME, MI, NC, NH, NJ, NY, OH, PA, PR, RI, SC, TN, VA, VT, WI, WV.

- Prices exclude all federal/state/local taxes. Tax will be charged where applicable if customer is unable to provide proof of exemption.

CORTEZ — 10' 3" X 17'

Cortez with chase has two single user fully accessible flush restrooms. Standard features include simulated barnwood textured walls, simulated cedar shake textured roof, vitreous china fixtures, interior and exterior lights, off loaded, and set up at site.



CXT
800.696.5766
cxtinc.com

*Base Price \$ 65,718.00

Optional Sections

Restroom* \$65,718.00 Qty: 1 = \$65,718.00	Shower* \$79,479.00 Qty: = \$0.00
Family Assist Shower/Restroom Combo* \$76,680.00 Qty: = \$0.00	Storage \$60,840.00 Qty: = \$0.00
Concession* \$76,194.00 Qty: = \$0.00	

*Includes 4-gallon water heater.

Total for Optional Sections \$ 65,718.00

Added Cost Options

		Price per unit	Click to select	
Final Connection to Utilities (per section)		\$ 5,000.00	☒	10,000.00
Optional Wall Texture (per section)- choose one	☐ Split Face Block (\$5,500) ☐ Stone (\$7,000)		Reset Wall Texture	0.00
Optional Roof Texture (per section)	☐ Ribbed Metal	\$ 5,500.00		0.00
Insulation and Heaters (per section)		\$ 19,500.00	☐	0.00
Stainless Steel Water Closet (each)	Qty: 3	\$ 1,750.00	☒	5,250.00
Stainless Steel Lavatory (each)	Qty: 3	\$ 1,500.00	☒	4,500.00
Electric Hand Dryer (each)	Qty: 3	\$ 700.00	☒	2,100.00
Electronic Flush Valve (each)	Qty:	\$ 1,500.00	☐	0.00
Electronic Lavatory Faucet (each)	Qty:	\$ 1,500.00	☐	0.00
Paper Towel Dispenser (each)	Qty:	\$ 350.00	☐	0.00
Toilet Seat Cover Dispenser (each)	Qty: 3	\$ 350.00	☒	1,050.00
Sanitary Napkin Disposal Receptacle (each)	Qty: 3	\$ 100.00	☒	300.00
Baby Changing Table (each)	Qty:	\$ 750.00	☐	0.00
Skylight in Restroom (each)	Qty: 4	\$ 1,600.00	☒	6,400.00
Marine Grade Skylight in Restroom (each)	Qty:	\$ 2,450.00	☐	0.00
Marine Package (excluding fiberglass doors and frames) (per section)		\$ 2,350.00	☐	0.00
Exterior Mounted ADA Drinking Fountain w/Cane Skirt (each)	Qty: 1	\$ 5,600.00	☒	5,600.00
2K Anti-Graffiti Coating (per section)		\$ 4,000.00	☐	0.00
Optional Door Closure (each)	Qty:	\$ 700.00	☐	0.00
Fiberglass Entry and Chase Doors and Frames (each)	Qty:	\$ 3,300.00	☐	0.00
Timed Electric Lock System (2 doors- does not include chase door) (each)	Qty: 2	\$ 1,350.00	☐	0.00
Exterior Frostproof Hose Bib with Box (each)	Qty: 1	\$ 1,200.00	☒	1,200.00

Total for Added Cost Options: \$ 36,400.00

Custom Options: Installation surcharge \$3000, 3 Bobrick Soap N/C DIR \$2000, 24"x24" blockout N/C 24" composite sink /faucet \$150 \$ 6,500.00

Engineering and State Fees: \$ 5,000.00

Estimated One-Way Transportation Costs to Site (quote): \$ 17,000.00

Estimated Tax: \$ 14,500.00

Total Cost per Unit Placed at Job Site: \$ 210,836.00

Estimated monthly payment on 5 year lease \$4,237.80

Disclaimer: Please call to confirm selected sections are compatible.

This price quote is good for 60 days from date below, and is accurate and complete.

I accept this quote. Please process this order.



Company Name

Kurt A Mee
Digitally signed by Kurt A Mee
Date: 2023.10.31 17:37:02 -07'00'

CXT Sales Representative

Date

Company Representative

Date

OPTIONS

Exterior Color(s) (For single color mark an X. For two-tone combinations use W = Walls and R = Roof.)

☐ Amber Rose	☐ Berry Mauve	☐ Buckskin	☐ Cappuccino Cream
☐ Charcoal Grey	☐ Coca Milk	☐ Evergreen	☐ Georgia Brick
☐ Golden Beige	☐ Granite Rock	☐ Hunter Green	☐ R Java Brown
☐ Liberty Tan	☐ Malibu Taupe	☐ Mocha Caramel	☐ Natural Honey
☐ Nuss Brown	☐ Oatmeal Buff	☐ Pueblo Gold	☐ Raven Black
☐ Rich Earth	☐ Rosewood	☐ Sage Green	☐ Salsa Red
☐ Sand Beige	☐ Sun Bronze	☐ Toasted Almond	☐ W Western Wheat

Special roof color # _____

Special wall color # _____

Special trim color # _____

Rock Color

☐ Basalt	☐ Mountain Blend	☐ Natural Grey	☐ Romana
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Roof Texture

☐ Cedar Shake	☐ Ribbed Metal
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Wall Texture(s) (For single color mark an X. For top and bottom textures use T = Top and B = Bottom.)

☐ Barnwood	☐ Horizontal Lap	Can only be used as bottom texture			
☐ Split Face Block	☐ Board & Batt			☐ Napa Valley Rock	☐ River Rock
☐ Stucco/Skip Trowel	☐ Brick			☐ Flagstone	

(Textures not included in CXT's quote are additional cost.)

Door Opener

☐ Non-locking ADA Handle	☐ Privacy ADA Latch	☐ Pull Handle/Push Plate
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Deadbolt ☐

Accessible Signage

☐ Men	☐ Women	☐ Unisex
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Toilet Paper Holder

☐ 2-Roll Stainless Steel	☐ 3-Roll Stainless Steel
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Notes:

Building to match CRS 014/ SBMS system no longer available.

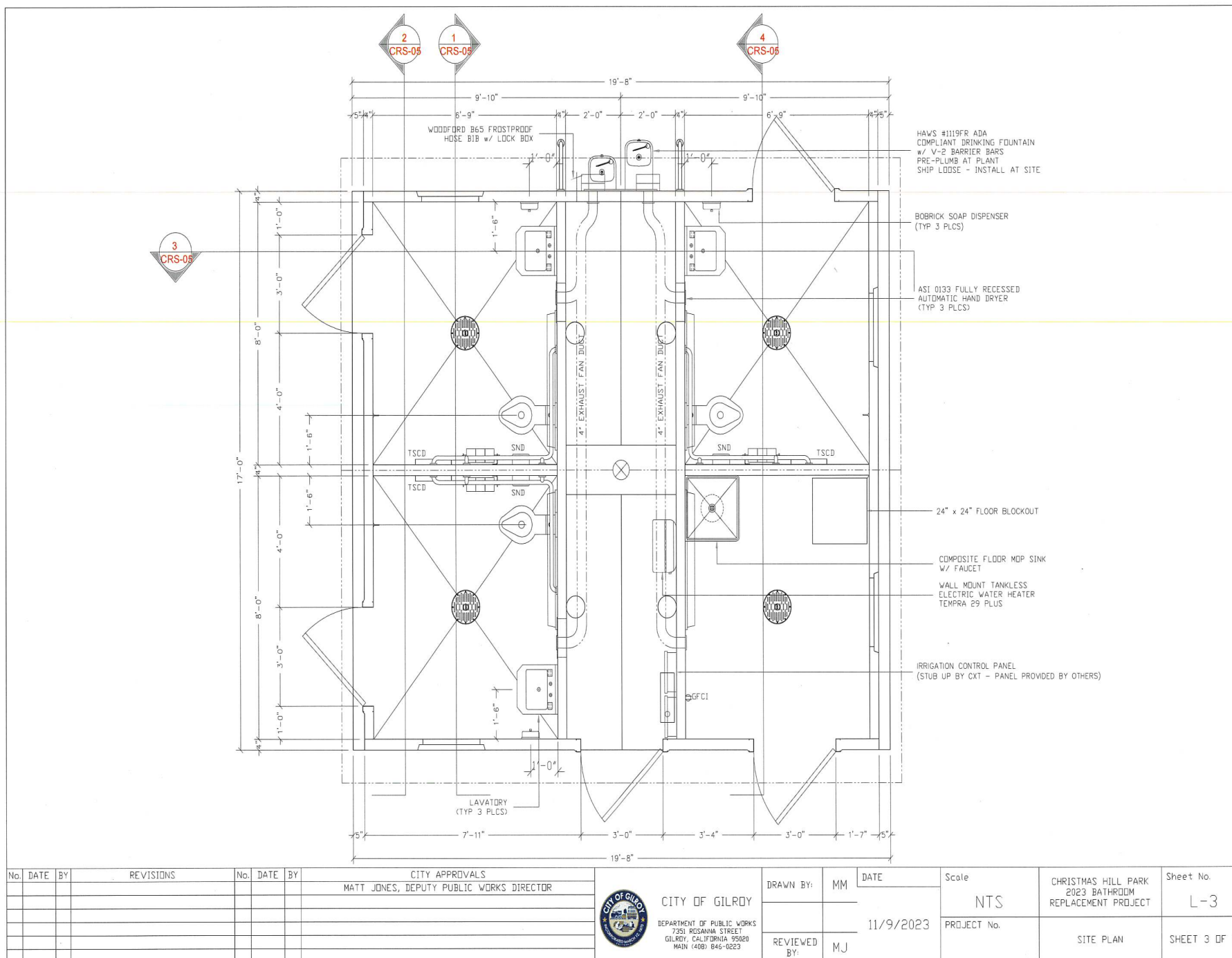
Include 2 cases of release spray for Graffiti.

24"x24" blockout in floor of utility room and Bobrick Soap dispensors No Charge in place of sink and toilet that would be in the room normally

Pricing does not include demo of existing building

cxtinc.com
800.696.5766





No.	DATE	BY	REVISIONS	No.	DATE	BY	CITY APPROVALS	CITY OF GILROY	DRAWN BY:	MM	DATE	Scale	CHRISTMAS HILL PARK 2023 BATHROOM REPLACEMENT PROJECT	Sheet No.
							MATT JONES, DEPUTY PUBLIC WORKS DIRECTOR	DEPARTMENT OF PUBLIC WORKS 7351 ROSANNA STREET GILROY, CALIFORNIA 95020 MAIN (408) 845-0223	REVIEWED BY:	MJ	11/9/2023	NTS	SITE PLAN	L-3
												PROJECT No.		SHEET 3 OF 5

11/9/2023 10:28:22 AM

8.2. Award a Contract to Cal-West Lighting & Signal Maintenance, Inc. for the FY23 San Ysidro Lighting/Picnic Area Improvements Project No. 23-PW-281 and Approve a Project Expenditure of \$178,200

1. Staff Report:
2. Public Comment
3. Possible Action:

Award a contract to Cal-West Lighting & Signal Maintenance, Inc. in the amount of \$162,000 and authorize an additional project contingency of \$16,200 (10%) for a total construction authorization of \$178,200 for the FY23 San Ysidro Lighting/Picnic Area Improvements, Project No. 23-PW-281, and authorize the City Administrator to execute the contract and associated documents.



City of Gilroy

STAFF REPORT

Agenda Item Title: Award a Contract to Cal-West Lighting & Signal Maintenance, Inc. for the FY23 San Ysidro Lighting/Picnic Area Improvements Project No. 23-PW-281 and Approve a Project Expenditure of \$178,200

Meeting Date: December 4, 2023
 From: Jimmy Forbis, City Administrator
 Department: Public Works
 Submitted By: Karl Bjarke, Interim Public Works Director
 Prepared By: Susana Ramirez, Engineer I

STRATEGIC PLAN GOALS

Maintain and Improve City Infrastructure

RECOMMENDATION

Award a contract to Cal-West Lighting & Signal Maintenance, Inc. in the amount of \$162,000 and authorize an additional project contingency of \$16,200 (10%) for a total construction authorization of \$178,200 for the FY23 San Ysidro Lighting/Picnic Area Improvements, Project No. 23-PW-281, and authorize the City Administrator to execute the contract and associated documents.

EXECUTIVE SUMMARY

Bids for the San Ysidro Lighting/Picnic Area Improvements, Project No. 23-PW-281, were sought using the City's informal bid process for public works projects with construction cost estimates of less than \$200,000.

On October 5, 2023, staff sent an invitation to bid/quote to three contractors for the San Ysidro Lighting/Picnic Area Improvements, Project No. 23-PW-281. Staff received no bids. In the event of no bids received, the City's purchasing policy allows for staff to seek a bid proposal from a qualified contractor to complete the work. Staff requested a proposal from the City's current lighting maintenance contractor, Cal-West Lighting & Traffic Signal Maintenance, Inc. Their proposal of \$162,000 meets the project

Award a Contract to Cal-West Lighting & Signal Maintenance, Inc. for the FY23 San Ysidro Lighting/Picnic Area Improvements Project No. 23-PW-281 and Approve a Project Expenditure of \$178,200

specifications and is deemed acceptable. Staff recommends awarding a contract to Cal-West Lighting & Traffic Signal Maintenance, Inc. in the amount of \$162,000 and authorizing a 10% contingency of \$16,200 for a total construction authorization of \$178,200. Awarding this contract now will enable the City to complete the project before the June 30, 2024 grant deadline.

BACKGROUND

The State of California Department of Parks and Recreation Office of Grants and Local Services (OGALS) allocates grant funds to cities and counties based on population with two grant programs under Proposition 68: 1) The General Per Capita Program and 2) the Urban County Per Capita Program.

On August 10, 2020, the City was notified that it received an allocation under the Proposition 68 General Per Capita Grant Program in the amount of \$177,952 and \$34,182 from the Urban County Per Capita Grant Program for a total of \$212,134.

The City applied for and received grant funding in October 2020 for two projects: 1.) San Ysidro Lighting/Picnic Area Improvement Project, and 2.) the Gilroy Sports Park Playground Surface Repair Project. The Gilroy Sports Park project has been completed. The San Ysidro Lighting/Picnic Area Improvements Project would install/construct recreation features and support amenities at San Ysidro Park that are consistent with the Park and Recreation Master Plan's goal to "Pursue a variety of financing mechanisms for acquisition, development, long-term operations and maintenance of the parks and recreation system."

The San Ysidro Lighting/Picnic Area Improvements Project, Project No. 23-PW-281, received \$133,384 in grant funds which will assist in the upgrade of lighting at San Ysidro Park to improve public safety.

ANALYSIS

On October 19, 2020, the City Council approved Resolution 2020-64, which approved the filing of the project application.

On October 5, 2023, staff issued an invitation to quote three contractors under the informal bid process with a bid opening date of October 19, 2023. Staff received no bids for the project. A quote was requested from the City's current signal and lighting maintenance contractor which received a quote of \$162,000. The engineer's estimate was \$177,564. The contractor's quote was 8.8% lower than the engineer's estimate.

Staff anticipates construction of the project to begin in January 2024 and be completed by March 2024.

Award a Contract to Cal-West Lighting & Signal Maintenance, Inc. for the FY23 San Ysidro Lighting/Picnic Area Improvements Project No. 23-PW-281 and Approve a Project Expenditure of \$178,200

ALTERNATIVES

Council could choose to reject all bids. Staff does not recommend this option, as the City will lose this grant funding opportunity for the San Ysidro Park if not used by June 30, 2024. The costs associated with this project are also likely to increase if a new round of bidding occurs. The funding will provide much-needed upgrades to the park lighting where families frequent, improving safety and overall peace of mind.

FISCAL IMPACT/FUNDING SOURCE

The San Ysidro Lighting/Picnic Area Improvements Project is in the adopted FY 2024 Capital Improvement Program (Project No. 800740). The project is budgeted in the Capital Projects Fund (400).

The City will fund the cost of the project initially and staff will invoice the State of California Department of Parks and Recreation's OGALS Division the amount of \$133,384 for reimbursement to the City.

The remaining \$44,816 is recommended to be funded by the General Fund (100) utilizing the FY24 budgetary savings from the Citywide Park Reroofing/Rehabilitation Capital Project #800960, which includes replacing restrooms at various City parks. The award of the restroom replacement is on the December 4, 2023 City Council meeting agenda, with an estimated cost of \$211,000. The total budget for Project 800960 is \$350,000 for FY24, resulting in approximately \$139,000 in savings.

NEXT STEPS

With Council approval, the contract with Cal-West Lighting & Signal Maintenance, Inc. will be executed, and staff will work with the contractor to develop a final construction schedule to begin construction in January 2024.

Attachments:

1. Agreement for Services for Cal-West Signed by Proposed Contractor

AGREEMENT FOR SERVICES

(For contracts over \$5,000 – NON-DESIGN, NON-ENGINEERING TYPE CONTRACTOR)

This AGREEMENT made this 4th day of December, 2023, between:

CITY: City of Gilroy, having a principal place of business at
7351 Rosanna Street, Gilroy, California

and CONTRACTOR: Cal-West Lighting & Signal Maintenance, Inc., having a principal place of
business at 530 North Marburg Wy, San Jose, CA 95133.

ARTICLE 1. TERM OF AGREEMENT

This Agreement will become effective on 12/4/2023 and will continue in effect through 6/30/2024 unless terminated in accordance with the provisions of **Article 7** of this Agreement.

Any lapse in insurance coverage as required by Article 5, Section D of this Agreement shall terminate this Agreement regardless of any other provision stated herein.


Initial

ARTICLE 2. INDEPENDENT CONTRACTOR STATUS

It is the express intention of the parties that CONTRACTOR is an independent contractor and not an employee, agent, joint venturer or partner of CITY. Nothing in this Agreement shall be interpreted or construed as creating or establishing the relationship of employer and employee between CITY and CONTRACTOR or any employee or agent of CONTRACTOR. Both parties acknowledge that CONTRACTOR is not an employee for state or federal tax purposes. CONTRACTOR shall not be entitled to any of the rights or benefits afforded to CITY'S employees, including, without limitation, disability or unemployment insurance, workers' compensation, medical insurance, sick leave, retirement benefits or any other employment benefits. CONTRACTOR shall retain the right to perform services for others during the term of this Agreement.

ARTICLE 3. SERVICES TO BE PERFORMED BY CONTRACTOR

A. Specific Services

CONTRACTOR agrees to: Perform the services as outlined in **Exhibit "A"** ("Specific Provisions") and **Exhibit "B"** ("Scope of Services"), within the time periods described in **Exhibit "C"** ("Milestone Schedule").

B. Method of Performing Services

CONTRACTOR shall determine the method, details and means of performing the above-described services. CITY shall have no right to, and shall not, control the manner or determine the method of accomplishing CONTRACTOR'S services.

C. Employment of Assistants

CONTRACTOR may, at the CONTRACTOR'S own expense, employ such assistants as CONTRACTOR deems necessary to perform the services required of CONTRACTOR by this Agreement, subject to the prohibition against assignment and subcontracting contained in **Article 5** below. CITY may not control, direct, or supervise CONTRACTOR'S assistants in the performance of those services. CONTRACTOR assumes full and sole responsibility for the payment of all compensation and expenses of these assistants and for all state and federal income tax, unemployment insurance, Social Security, disability insurance and other applicable withholding.

D. Place of Work

CONTRACTOR shall perform the services required by this Agreement at any place or location and at such times as CONTRACTOR shall determine is necessary to properly and timely perform CONTRACTOR'S services.

ARTICLE 4. COMPENSATION

A. Consideration

In consideration for the services to be performed by CONTRACTOR, CITY agrees to pay CONTRACTOR the amounts set forth in **Exhibit "D"** ("Payment Schedule"). In no event however shall the total compensation paid to CONTRACTOR exceed \$162,000.

B. Invoices

CONTRACTOR shall submit invoices for all services rendered.

C. Payment

Payment shall be due according to the payment schedule set forth in **Exhibit "D"**. No payment will be made unless CONTRACTOR has first provided City with a written receipt of invoice describing the work performed and any approved direct expenses (as provided for in **Exhibit "A"**, **Section IV**) incurred during the preceding period. If CITY objects to all or any portion of any invoice, CITY shall notify CONTRACTOR of the objection within thirty (30) days from receipt of the invoice, give reasons for the objection, and pay that portion of the invoice not in dispute. It shall not constitute a default or breach of this Agreement for CITY not to pay any invoiced amounts to which it has objected until the objection has been resolved by mutual agreement of the parties.

D. Expenses

CONTRACTOR shall be responsible for all costs and expenses incident to the performance of services for CITY, including but not limited to, all costs of equipment used or provided by CONTRACTOR, all fees, fines, licenses, bonds or taxes required of or imposed against CONTRACTOR and all other of CONTRACTOR'S costs of doing business. CITY shall not be responsible for any expenses incurred by CONTRACTOR in performing services for CITY, except for those expenses constituting "direct expenses" referenced on **Exhibit "A."**

ARTICLE 5. OBLIGATIONS OF CONTRACTOR

A. Tools and Instrumentalities

CONTRACTOR shall supply all tools and instrumentalities required to perform the services under this Agreement at its sole cost and expense. CONTRACTOR is not required to purchase or rent any tools, equipment or services from CITY.

B. Workers' Compensation

CONTRACTOR agrees to provide workers' compensation insurance for CONTRACTOR'S employees and agents and agrees to hold harmless, defend with counsel acceptable to CITY and indemnify CITY, its officers, representatives, agents and employees from and against any and all claims, suits, damages, costs, fees, demands, causes of action, losses, liabilities and expenses, including without limitation reasonable attorneys' fees, arising out of any injury, disability, or death of any of CONTRACTOR'S employees.

C. Indemnification of Liability, Duty to Defend

As to all liability, to the fullest extent permitted by law, CONTRACTOR shall defend, through counsel approved by CITY (which approval shall not be unreasonably withheld), indemnify and hold harmless CITY, its officers, representatives, agents and employees against any and all suits, damages, costs, fees, claims, demands, causes of action, losses, liabilities and expenses, including without limitation attorneys' fees, arising or resulting directly or indirectly from any act or omission of CONTRACTOR or CONTRACTOR'S assistants, employees or agents, including all claims relating to the injury or death of any person or damage to any property.

D. Insurance

In addition to any other obligations under this Agreement, CONTRACTOR shall, at no cost to CITY, obtain and maintain throughout the term of this Agreement: (a) Commercial Liability Insurance on a per occurrence basis, including coverage for owned and non-owned automobiles, with a minimum combined single limit coverage of \$1,000,000 per occurrence for all damages due to bodily injury, sickness or disease, or death to any person, and damage to property, including the loss of use thereof. As a condition precedent to CITY'S obligations under this Agreement, CONTRACTOR shall furnish written evidence of such coverage (naming CITY, its officers and employees as additional insureds on the Comprehensive Liability insurance policy referred to in (a) immediately above via a specific endorsement) and requiring thirty (30) days written notice of policy lapse or cancellation, or of a material change in policy terms.

E. Assignment

Notwithstanding any other provision of this Agreement, neither this Agreement nor any duties or obligations of CONTRACTOR under this Agreement may be assigned or subcontracted by CONTRACTOR without the prior written consent of CITY, which CITY may withhold in its sole and absolute discretion.

F. State and Federal Taxes

As CONTRACTOR is not CITY'S employee, CONTRACTOR shall be responsible for paying all required state and federal taxes. Without limiting the foregoing, CONTRACTOR acknowledges and agrees that:

- CITY will not withhold FICA (Social Security) from CONTRACTOR'S payments;
- CITY will not make state or federal unemployment insurance contributions on CONTRACTOR'S behalf;
- CITY will not withhold state or federal income tax from payment to CONTRACTOR;
- CITY will not make disability insurance contributions on behalf of CONTRACTOR;
- CITY will not obtain workers' compensation insurance on behalf of CONTRACTOR.

ARTICLE 6. OBLIGATIONS OF CITY

A. Cooperation of City

CITY agrees to respond to all reasonable requests of CONTRACTOR and provide access, at reasonable times following receipt by CITY of reasonable notice, to all documents reasonably necessary to the performance of CONTRACTOR'S duties under this Agreement.

B. Assignment

CITY may assign this Agreement or any duties or obligations thereunder to a successor governmental entity without the consent of CONTRACTOR. Such assignment shall not release CONTRACTOR from any of CONTRACTOR'S duties or obligations under this Agreement.

ARTICLE 7. TERMINATION OF AGREEMENT

A. Sale of CONTRACTOR's Business/ Death of CONTRACTOR.

CONTRACTOR shall notify CITY of the proposed sale of CONTRACTOR's business no later than thirty (30) days prior to any such sale. CITY shall have the option of terminating this Agreement within thirty (30) days after receiving such notice of sale. Any such CITY termination pursuant to this **Article 7.A** shall be in writing and sent to the address for notices to CONTRACTOR set forth in **Exhibit A, Subsection V.H.**, no later than thirty (30) days after CITY' receipt of such notice of sale.

If CONTRACTOR is an individual, this Agreement shall be deemed automatically terminated upon death of CONTRACTOR.

B. Termination by City for Default of CONTRACTOR

Should CONTRACTOR default in the performance of this Agreement or materially breach any of its provisions, CITY, at CITY'S option, may terminate this Agreement by giving written notification to CONTRACTOR. For the purposes of this section, material breach of this Agreement shall include, but not be limited to the following:

1. CONTRACTOR'S failure to professionally and/or timely perform any of the services contemplated by this Agreement.
2. CONTRACTOR'S breach of any of its representations, warranties or covenants contained in this Agreement.

CONTRACTOR shall be entitled to payment only for work completed in accordance with the terms of this Agreement through the date of the termination notice, as reasonably determined by CITY, provided that such payment shall not exceed the amounts set forth in this Agreement for the tasks described on Exhibit C" which have been fully, competently and timely rendered by CONTRACTOR. Notwithstanding the foregoing, if CITY terminates this Agreement due to CONTRACTOR'S default in the performance of this Agreement or material breach by CONTRACTOR of any of its provisions, then in addition to any other rights and remedies CITY may have, CONTRACTOR shall reimburse CITY, within ten (10) days after demand, for any and all costs and expenses incurred by CITY in order to complete the tasks constituting the scope of work as described in this Agreement, to the extent such costs and expenses exceed the amounts CITY would have been obligated to pay CONTRACTOR for the performance of that task pursuant to this Agreement.

C. Termination for Failure to Make Agreed-Upon Payments

Should CITY fail to pay CONTRACTOR all or any part of the compensation set forth in Article 4 of this Agreement on the date due, then if and only if such nonpayment constitutes a default under this Agreement, CONTRACTOR, at the CONTRACTOR'S option, may terminate this Agreement if such default is not remedied by CITY within thirty (30) days after demand for such payment is given by CONTRACTOR to CITY.

D. Transition after Termination

Upon termination, CONTRACTOR shall immediately stop work, unless cessation could potentially cause any damage or harm to person or property, in which case CONTRACTOR shall cease such work as soon as it is safe to do so. CONTRACTOR shall incur no further expenses in connection with this Agreement. CONTRACTOR shall promptly deliver to CITY all work done toward completion of the services required hereunder, and shall act in such a manner as to facilitate any the assumption of CONTRACTOR's duties by any new CONTRACTOR hired by the CITY to complete such services.

ARTICLE 8. GENERAL PROVISIONS

A. Amendment & Modification

No amendments, modifications, alterations or changes to the terms of this Agreement shall be effective unless and until made in a writing signed by both parties hereto.

B. Americans with Disabilities Act of 1990

Throughout the term of this Agreement, the CONTRACTOR shall comply fully with all applicable provisions of the Americans with Disabilities Act of 1990 ("the Act") in its current form and as it may be amended from time to time. CONTRACTOR shall also require such compliance of all subcontractors performing work under this Agreement, subject to the prohibition against assignment and subcontracting contained in Article 5 above. The CONTRACTOR shall defend with counsel acceptable to CITY, indemnify and hold harmless the CITY OF GILROY, its officers, employees, agents and representatives from and against all suits, claims, demands, damages, costs, causes of action, losses, liabilities, expenses and fees, including without limitation reasonable attorneys' fees, that may arise out of any violations of the Act by the CONTRACTOR, its subcontractors, or the officers, employees, agents or representatives of either.

C. Attorneys' Fees

If any action at law or in equity, including an action for declaratory relief, is brought to enforce or interpret the provisions of this Agreement, the prevailing party will be entitled to reasonable attorneys' fees, which may be set by the court in the same action or in a separate action brought for that purpose, in addition to any other relief to which that party may be entitled.

D. Captions

The captions and headings of the various sections, paragraphs and subparagraphs of the Agreement are for convenience only and shall not be considered nor referred to for resolving questions of interpretation.

E. Compliance with Laws

The CONTRACTOR shall keep itself informed of all State and National laws and all municipal ordinances and regulations of the CITY which in any manner affect those engaged or employed in the work, or the materials used in the work, or which in any way affect the conduct of the work, and of all such orders and decrees of bodies or tribunals having any jurisdiction or authority over the same. Without limiting the foregoing, CONTRACTOR agrees to observe the provisions of the Municipal Code of the CITY OF GILROY, obligating every contractor or subcontractor under a contract or subcontract to the CITY OF GILROY for public works or for goods or services to refrain from discriminatory employment or subcontracting practices on the basis of the race, color, sex, religious creed, national origin, ancestry of any employee, applicant for employment, or any potential subcontractor.

F. Conflict of Interest

CONTRACTOR certifies that to the best of its knowledge, no CITY employee or office of any public agency interested in this Agreement has any pecuniary interest in the business of CONTRACTOR and that no person associated with CONTRACTOR has any interest that would constitute a conflict of interest in any manner or degree as to the execution or performance of this Agreement.

G. Entire Agreement

This Agreement supersedes any and all prior agreements, whether oral or written, between the parties hereto with respect to the rendering of services by CONTRACTOR for CITY and contains all the covenants and agreements between the parties with respect to the rendering of such services in any manner whatsoever. Each party to this Agreement acknowledges that no representations, inducements, promises or agreements, orally or otherwise, have been made by any party, or anyone acting on behalf of any party, which are not embodied herein, and that no other agreement, statement or promise not contained in this Agreement shall be valid or binding.

No other agreements or conversation with any officer, agent or employee of CITY prior to execution of this Agreement shall affect or modify any of the terms or obligations contained in any documents comprising this Agreement. Such other agreements or conversations shall be considered as unofficial information and in no way binding upon CITY.

H. Governing Law and Venue

This Agreement shall be governed by and construed in accordance with the laws of the State of California without regard to the conflict of laws provisions of any jurisdiction. The exclusive jurisdiction and venue with respect to any and all disputes arising hereunder shall be in state and federal courts located in Santa Clara County, California.

I. Notices

Any notice to be given hereunder by either party to the other may be effected either by personal delivery in writing or by mail, registered or certified, postage prepaid with return receipt requested. Mailed notices shall be addressed to the parties at the addresses appearing in **Exhibit "A", Section V.H.** but each party may change the address by written notice in accordance with this paragraph. Notices delivered personally will be deemed delivered as of actual receipt; mailed notices will be deemed delivered as of three (3) days after mailing.

J. Partial Invalidity

If any provision in this Agreement is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions will nevertheless continue in full force without being impaired or invalidated in any way.

K. Time of the Essence

All dates and times referred to in this Agreement are of the essence.

L. Waiver

CONTRACTOR agrees that waiver by CITY of any one or more of the conditions of performance under this Agreement shall not be construed as waiver(s) of any other condition of performance under this Agreement.

Executed at Gilroy, California, on the date and year first above written.

CONTRACTOR:

CITY:

Cal-West Lighting & Signal Maintenance,
Inc.

CITY OF GILROY

By: Craig H. Geis Jr.
Name: Craig H. Geis Jr.
Title: President

By: _____
Name: Jimmy Forbis
Title: City Administrator

Social Security or Taxpayer
Identification Number 20-1716563

Approved as to Form

ATTEST:

City Attorney

City Clerk

EXHIBIT “A”

SPECIFIC PROVISIONS

I. PROJECT MANAGER

CONTRACTOR shall provide the services indicated on the attached **Exhibit “B”**, Scope of Services (“Services”). (All exhibits referenced are incorporated herein by reference.) To accomplish that end, CONTRACTOR agrees to assign Craig H. Geis Jr., who will act in the capacity of Project Manager, and who will personally direct such Services.

Except as may be specified elsewhere in this Agreement, CONTRACTOR shall furnish all technical and professional services including labor, material, equipment, transportation, supervision and expertise to perform all operations necessary and required to complete the Services in accordance with the terms of this Agreement.

II. NOTICE TO PROCEED/COMPLETION OF SERVICE

A. NOTICE TO PROCEED

CONTRACTOR shall commence the Services upon delivery to CONTRACTOR of a written “Notice to Proceed”, which Notice to Proceed shall be in the form of a written communication from designated City contact person(s). Notice to Proceed may be in the form of e-mail, fax or letter authorizing commencement of the Services. For purposes of this Agreement, Jorge Duran shall be the designated City contact person(s). Notice to Proceed shall be deemed to have been delivered upon actual receipt by CONTRACTOR or if otherwise delivered as provided in the **Section V.H.** (“Notices”) of this **Exhibit “A”**.

B. COMPLETION OF SERVICES

When CITY determines that CONTRACTOR has completed all of the Services in accordance with the terms of this Agreement, CITY shall give CONTRACTOR written Notice of Final Acceptance, and CONTRACTOR shall not incur any further costs hereunder. CONTRACTOR may request this determination of completion when, in its opinion, it has completed all of the Services as required by the terms of this Agreement and, if so requested, CITY shall make this determination within two (2) weeks of such request, or if CITY determines that CONTRACTOR has not completed all of such Services as required by this Agreement, CITY shall so inform CONTRACTOR within this two (2) week period.

III. PROGRESS SCHEDULE

The schedule for performance and completion of the Services will be as set forth in the attached **Exhibit “C”**.

IV. PAYMENT OF FEES AND DIRECT EXPENSES

Payments shall be made to CONTRACTOR as provided for in **Article 4** of this Agreement.

Direct expenses are charges and fees not included in **Exhibit “B”**. CITY shall be obligated to pay only for those direct expenses which have been previously approved in writing by CITY. CONTRACTOR shall obtain written approval from CITY prior to incurring or billing of direct expenses.

Copies of pertinent financial records, including invoices, will be included with the submission of billing(s) for all direct expenses.

V. OTHER PROVISIONS

A. STANDARD OF WORKMANSHIP

CONTRACTOR represents and warrants that it has the qualifications, skills and licenses necessary to perform the Services, and its duties and obligations, expressed and implied, contained herein, and CITY expressly relies upon CONTRACTOR’S representations and warranties regarding its skills, qualifications and licenses. CONTRACTOR shall perform such Services and duties in conformance to and consistent with the standards generally recognized as being employed by professionals in the same discipline in the State of California.

Any plans, designs, specifications, estimates, calculations, reports and other documents furnished under this Agreement shall be of a quality acceptable to CITY. The minimum criteria for acceptance shall be a product of neat appearance, well-organized, technically and grammatically correct, checked and having the maker and checker identified. The minimum standard of appearance, organization and content of the drawings shall be that used by CITY for similar purposes.

B. RESPONSIBILITY OF CONTRACTOR

CONTRACTOR shall be responsible for the professional quality, technical accuracy, and the coordination of the Services furnished by it under this Agreement. CONTRACTOR shall not be responsible for the accuracy of any project or technical information provided by the CITY. The CITY’S review, acceptance or payment for any of the Services shall not be construed to operate as a waiver of any rights under this Agreement or of any cause of action arising out of the performance of this Agreement, and CONTRACTOR shall be and remain liable to CITY in accordance with applicable law for all damages to CITY caused by CONTRACTOR’S negligent performance of any of the services furnished under this Agreement.

C. RIGHT OF CITY TO INSPECT RECORDS OF CONTRACTOR

CITY, through its authorized employees, representatives or agents, shall have the right, at any and all reasonable times, to audit the books and records (including, but not limited to, invoices, vouchers, canceled checks, time cards, etc.) of CONTRACTOR for the purpose of verifying any and all charges made by CONTRACTOR in connection with this Agreement. CONTRACTOR shall maintain for a minimum period of three (3) years (from the date of final payment to CONTRACTOR), or for any longer period required by law, sufficient books and records in accordance with standard California accounting practices to establish the correctness of all charges submitted to CITY by CONTRACTOR, all of which shall be made available to CITY at the CITY’s offices within five (5) business days after CITY’s request.

D. CONFIDENTIALITY OF MATERIAL

All ideas, memoranda, specifications, plans, manufacturing procedures, data (including, but not limited to, computer data and source code), drawings, descriptions, documents, discussions or other information developed or received by or for CONTRACTOR and all other written and oral information developed or received by or for CONTRACTOR and all other written and oral information submitted to CONTRACTOR in connection with the performance of this Agreement shall be held confidential by CONTRACTOR and shall not, without the prior written consent of CITY, be used for any purposes other than the performance of the Services, nor be disclosed to an entity not connected with the performance of the such Services. Nothing furnished to CONTRACTOR which is otherwise known to CONTRACTOR or is or becomes generally known to the related industry (other than that which becomes generally known as the result of CONTRACTOR'S disclosure thereof) shall be deemed confidential. CONTRACTOR shall not use CITY'S name or insignia, or distribute publicity pertaining to the services rendered under this Agreement in any magazine, trade paper, newspaper or other medium without the express written consent of CITY.

E. NO PLEDGING OF CITY'S CREDIT.

Under no circumstances shall CONTRACTOR have the authority or power to pledge the credit of CITY or incur any obligation in the name of CITY.

F. OWNERSHIP OF MATERIAL.

All material including, but not limited to, computer information, data and source code, sketches, tracings, drawings, plans, diagrams, quantities, estimates, specifications, proposals, tests, maps, calculations, photographs, reports and other material developed, collected, prepared (or caused to be prepared) under this Agreement shall be the property of CITY, but CONTRACTOR may retain and use copies thereof subject to **Section V.D** of this **Exhibit "A"**.

CITY shall not be limited in any way in its use of said material at any time for any work, whether or not associated with the City project for which the Services are performed. However, CONTRACTOR shall not be responsible for, and City shall indemnify CONTRACTOR from, damages resulting from the use of said material for work other than PROJECT, including, but not limited to, the release of this material to third parties for work other than on PROJECT.

G. NO THIRD PARTY BENEFICIARY.

This Agreement shall not be construed or deemed to be an agreement for the benefit of any third party or parties, and no third party or parties shall have any claim or right of action hereunder for any cause whatsoever.

H. NOTICES.

Notices are to be sent as follows:

CITY:	<u>Jorge Duran</u> City of Gilroy 7351 Rosanna Street Gilroy, CA 95020
CONTRACTOR:	<u>Craig H. Geis Jr.</u> Cal-West Lighting & Signal Maintenance, Inc. 530 North Marburg Way San Jose, CA 95133

I. FEDERAL FUNDING REQUIREMENTS.

- ☐ If the box to the left of this sentence is checked, this Agreement involves federal funding and the requirements of this **Section V.I.** apply.
- ☒ If the box to the left of this sentence is checked, this Agreement does not involve federal funding and the requirements of this **Section V.I.** do not apply.

1. DBE Program

CONTRACTOR shall comply with the requirements of Title 49, Part 26, Code of Federal Regulations (49 CFR 26) and the City-adopted Disadvantaged Business Enterprise programs.

2. Cost Principles

Federal Acquisition Regulations in Title 48, CFR 31, shall be used to determine the allowable cost for individual items.

3. Covenant against Contingent Fees

The CONTRACTOR warrants that he/she has not employed or retained any company or person, other than a bona fide employee working for the CONTRACTOR, to solicit or secure this Agreement, and that he/she has not paid or agreed to pay any company or person, other than a bona fide employee, any fee, commission, percentage, brokerage fee, gift or any other consideration, contingent upon or resulting from the award or formation of this Agreement. For breach or violation of this warranty, the Local Agency shall have the right to annul this Agreement without liability or, at its discretion, to deduct from the agreement price or consideration, or otherwise recover, the full amount of such fee, commission, percentage, brokerage fee, gift or contingent fee.

J. PREVAILING WAGE

CONTRACTOR agrees and acknowledges that it is its obligation to determine whether, and to what extent, any work performed is or any workers employed relative to any construction to be performed under this Agreement are subject to any Codes, Ordinances, Resolutions, Rules and other Regulations and established policies of CITY and the laws of the State of California and the United States, including, without limitation, the California Labor Code and Public Contract Code relating to public contracting and prevailing wage requirements ("Prevailing Wage Laws"). To the extent Prevailing Wage Laws apply to work performed or workers employed for the purpose of performing work under this Agreement, CONTRACTOR shall fully comply with and ensure that all workers and/or subcontractors are informed of and comply with all Prevailing Wage Laws and specifically any applicable requirement of California Labor Code Sections 1720 et seq. and 1770 et seq. and the regulations thereunder, which require the payment of prevailing wage rates based on labor classification, as determined by the State of California, and the performance of other requirements on certain "public works" or "maintenance" projects. It is the duty of the CONTRACTOR to post a copy of applicable prevailing wages at the job site. Prevailing wage information may be obtained at www.dir.ca.gov.

EXHIBIT "B"**SCOPE OF SERVICES****WORK TO BE DONE**

Furnishing all labor and materials, equipment, and performing all work necessary and incidental to the construction of the project known as San Ysidro Lighting/Picnic Area Improvements Project No. 23-PW-281, according to the project plans and as described in these specifications and according to the Contract Documents.

The work includes the furnishing of all labor, materials, incidentals, and equipment necessary to perform the removal and replacement of existing cobra head luminaires (heads only), removal and replacement of top-hat style luminaires and decorative poles; and other incidentals thereto, at the San Ysidro Park, as outlined in these plans and specifications. The Contractor shall be required to provide, at its own cost and expense, all necessary insurance, as required by law or these specifications, and shall pay the cost and expense of any and all incidental matters herein required.

SUBMITTALS

Where the Contractor is required by these Specifications to make submittals, they shall be made according to General Requirements Section, SHOP DRAWINGS, PRODUCT DATA AND SAMPLES.

The Contractor shall provide a sufficient number of copies to allow three (3) copies to be retained by the Construction Manager and one (1) for the Contractor of the following items:

- Designation of Contractor's Representative
- Cost Breakdown
- Baseline Construction Schedule
- Two-Week Look-Ahead Schedule (updated weekly)
- Water Pollution Control Program (WPCP)
- Materials List
- Substitutions List
- Shop Drawings
- Material Safety Data Sheets
- Operation and Maintenance Manuals
- Requests and Notices
- Manuals and Instructions
- Manufacturer's Affidavits
- Affidavits on Patent Fees
- Affidavit of Bills Paid
- Warranty Data
- Others as Specified in the Technical Specifications

Where the Contractor is required by these Specifications to submit samples of products, the Contractor shall provide a sufficient number of physical samples to allow three (3) to be retained by the Construction Manager of all structural and architectural products involving color, finish, texture, or the like.

The city will be using Virtual Project Manager (VPM) as the electronic management system for the project. All communication including submittals, RFIs, and transmittals for the project will be conducted through VPM. Licensing for VPM will be provided by the City of Gilroy. For more information, visit the following website: <https://www.virtual-pm.com>.

WARRANTY

The Contractor hereby agrees to make, at its own expense, all repairs or replacements (as directed by City at City's option) necessitated by defects in materials or workmanship, supplied under terms of this Contract, and pay for any damage to other works resulting from such defects, which becomes evident within one (1) year after the date of acceptance of the project or the Substantial Completion date whichever is later or within such longer period of time as may be prescribed by law or by the terms of any applicable special guarantee required by the Contract Documents. The Contractor further assumes responsibility for a similar guarantee for all work and materials provided by subcontractors or manufacturers of packaged equipment components. To the fullest extent permitted by law, the Contractor shall indemnify, defend and hold harmless the City, the Construction Manager, and their officers, directors, agents and employees against and from all liabilities, claims, costs, expenses, losses and damages, including without limitation actual attorneys' fees and legal costs, arising in connection with any defects or Contractor's failure to repair or replace defects as required by this Paragraph, Warranty.

The Contractor shall execute and submit a completed Warranty Form in the format as appended to this section for the Work, and any portion of the Work possessed. The Warranty Form shall be submitted prior to the Substantial Completion date or the final acceptance of the project or within five (5) days of the occupancy or use of a portion of the Work, whichever is applicable.

The Contractor shall, upon the receipt of notice in writing from the City, promptly make all repairs arising out of defective materials, workmanship, or equipment. The City is hereby authorized to make such repairs, and the Contractor and its Surety shall be liable for the cost thereof, if ten (10) days after giving of such notice to the Contractor, the Contractor has failed to make or undertake the repairs with due diligence. In case of emergency, where in the opinion of the City delay could cause serious loss or damage, repairs may be made without notice being sent to the Contractor, and the expense in connection therewith shall be charged to the Contractor, and its Surety shall be liable for the cost thereof.

Prior to the expiration of the Warranty period, the City reserves the right to hold a meeting and require the attendance of the Contractor. The purpose of the meeting is to review warranties, bonds and maintenance requirements and determine required repair or replacement of defective items.

WARRANTY FORM

Warranty For

(Location)

We hereby guarantee the San Ysidro Lighting/Picnic Area Improvements Project No. 23-PW-281 (Project/Component) _____ that we have constructed for a period of one (1) year from _____ the date of acceptance of the work/substantial completion by the _____ (City of Gilroy).

The following are excluded from the provisions of this warranty:

We agree that if any of the equipment should fail due to any reason other than improper maintenance or improper operation, if any pipe or appurtenances should develop leakage, or if any settlement of fill or backfill occurs, or should any portion of the work fail to fulfill any of the requirements of the Specifications, we will, within ten days after written notice of such defects, commence to repair or replace the same together with any other work which may be damaged or displaced in so doing.

In the event of our failure to comply with the above mentioned conditions within ten (10) days after being notified, or should the exigencies of the case require repairs or replacements to be made before we can be notified or respond to notification, we do hereby authorize the _____ (City of Gilroy) to proceed to have the defect repaired and made good at our expense, and we will pay the cost therefor upon demand.

The warranty provided herein shall not be in lieu of, but shall be in addition to any warranties or other obligations otherwise imposed by the Contract Documents and by law.

Contractor: Cal-West Lighting & Signal Maintenance, Inc.

Signed: *Craig H. Jois Jr.*

Title: President

Date: 11/21/2023

Technical Specifications

CONCRETE

All concrete work shall meet the requirements set forth in Section 90, Minor Concrete, of the 2022 Caltrans Standard Specifications.

LIGHTING

All lighting shall be installed per the City and Caltrans Standard Specifications.

Cobra Head LED – the cost per each includes the following:

- Remove existing Cobra-Head LED luminaires from existing standard pole.
- Supply and install new Cobra-Head luminaires onto existing standard pole.
- New luminaires to be Leotek 90-LED 156-Watt Cobra-Head luminaires 4000-Kelvin.
- Supply and install new #10 THW street-light wiring if/as needed for project completion.
- Make all necessary connections as per current City and Caltrans Standard Details.
- Test and verify proper operations of all park lighting and lighting circuits.

Top-Hat Style LED and Decorative Post– the cost per each includes the following:

- Remove existing poles and luminaires from existing foundation.
- Clean-up existing foundation and anchor bolts and prepare for new Holophane pole.
- Pour new decorative concrete cap encasing anchor bolts and make the platform for the new pole.
- Supply and install new Holophane pole and luminaires to match downtown fixtures.
- New Holophane poles & luminaires to be GVD3 Classic GranVille LED luminaires, 4000-Kelvin.
- Supply and install new #10 THW street-light wiring if/as needed for project completion.
- Make all necessary connections as per current City and Caltrans Standard Details.
- Test and verify proper operations of all parking lot lighting and lighting circuits.

CALTRANS AND CITY SPECIFICATIONS

Appendix B1-B9

1. Luminaireaires have the following characteristics based on IES Luminaire Classifications
 - a.) Vertical Light Distribution - Medium
 - b.) Lateral Light Distribution - Type III
 - c.) Control of Light Distribution above maximum candle power - full cutoff
2. Light source shall be Light Emitting Diode (LED).
3. All LED fixture heads shall be installed perpendicular to the road surface.
4. See Detail EL-1B
5. Concrete, bolt-down foundations for electroliers
6. All Electrolier Poles are to be numbered with photo-reflective numbers placed 10' to 12' above grade and facing the street. (To be coordinated with the City on numbering)
7. All LED fixtures shall have a wattage sticker as per ANSI Standard C136.15 (Identifying the fixture technology)
8. Luminaire shall have an independent photocell
9. Pole and mast arm shall be spun aluminum or galvanized steel. (An optional powder-coat paint finish may be applied at the discretion of the City Engineer)
10. Refer to 2010 Caltrans Standard Details ES-7N for foundation detail.
11. Pull box lid shall be anti-theft type per City Detail. Pull box lid shall have "City of Gilroy Streetlighting" inscribed on the lid.

1. A fiberglass or polypropylene pull rope shall be left in all empty conduits.
2. No mechanical means shall be used to pull wires smaller than No.1AWG
3. Fusable- links shall be located in the pull box adjacent to each electrolier.
4. At the installation of each LED fixture a 24-hour burn-in test shall be conducted.

APPROVED BY:

APPROVED BY: 
CITY ENGINEER

DATE _____

8-18-14

DRAWN BY:	CSG
CHECKED BY:	
LAST REVISED:	6/20/14

SCALE:

N.T.S

SECTION: ELECTRICAL

DRAWING NO.: FL-3

LED STREETLIGHT SPECIFICATION

LUMINAIRE SPECIFICATIONS

LUMINAIRE SPECIFICATION: Die cast aluminum housing with universal four-bolt slip fitter mounts to 1-1/4" to 2" (1-5/8" to 2-3/8" O.D.) diameter mast arm. Cooling fins maintain LED junction temperature assuring long LED life and efficiency. Electrical components are accessed without tools and are mounted on removable power door. Power door features quick electrical disconnects to terminal block and LED board. Photocontrol receptacle is standard and can be aimed without tools.

Light Emitting Diode: Hi-flux/Hi-power white LEDs produce a minimum of 95% of initial intensity at 100,000 hours of life. LEDs are tested in accordance with IESNA LM-80 testing procedures. They have a mean correlated color temperature of 4300K (standard). LEDs are 100% mercury and lead free.

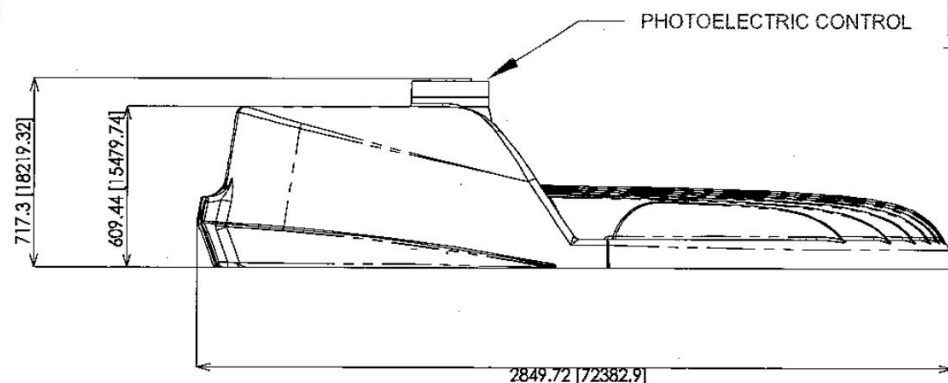
Optical System: Micro-lens system produce IESNA Type 2 or Type 3 distributions. Luminaire is classified as Full-Cutoff with 0% total lumens above 90 degrees. (see EL-10 for application)

Electrical Supply: Power supply features a minimum power factor of .90 and <20% Total Harmonic Distortion (THD). EMC meets and exceeds FCC CFR Part 15. Transient voltage complies with ANSI C62.41 CAT.A. Power supply is field adjustable to 350mA, 530mA or 700mA drive current. Standard factory setting is 700mA. Integral surge protector is tested per ANSI/IEEE C62.45 procedures based on ANSI/IEEE C62.41.2 definitions for standard and optional waveforms for location Category C-High.

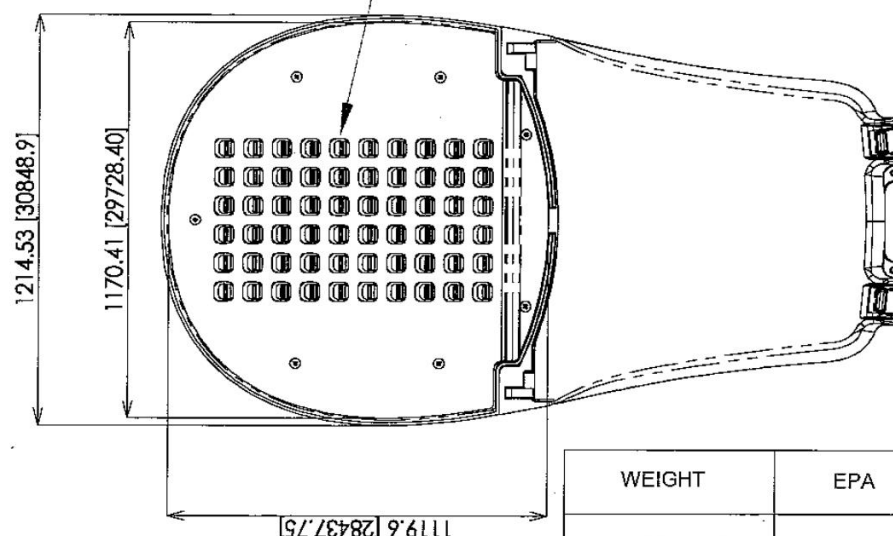
Finish: Housing receives a fade and abrasion resistant, epoxy polyester powder coat, light gray finish standard.

Listings/Ratings/Warranties/Patents: Luminaires are UL listed for use in wet locations in the United States and Canada. Optical systems maintain an IP66 rating. Ten-year limited warranty is standard on all components. Patents pending.

Photometry: Proof shall be provided that all luminaires are photometrically tested by certified independent testing laboratories in accordance with IESNA LM-79 testing procedures.



NUMBER OF DIODES WILL VARY DEPENDING ON APPLICATION. PLEASE SEE SHEET "EL-9 and EL-10" FOR DETAILS ON SPECIFIC MODEL



LED STREET LIGHT SPECIFICATION



APPROVED BY:

[Signature]
CITY ENGINEER

DATE

8-18-14

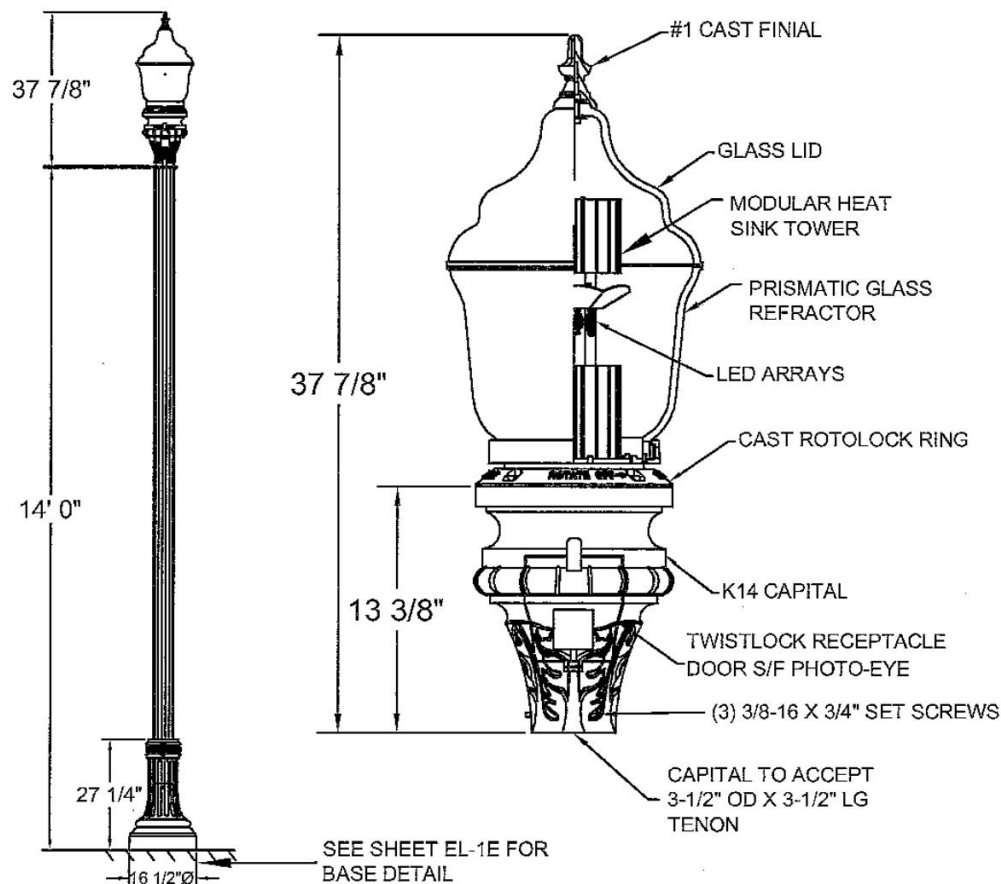
DRAWN BY: CSG
CHECKED BY:
LAST REVISED: 6/20/14

SCALE:

N.T.S

SECTION: ELECTRICAL

DRAWING NO.: EL-5



LUMINAIRE SPECIFICATIONS

CATALOGUE NO.: K445R-TAGR-IV-100(SSL)
-120:277V-K14-PR (OR APPROVED EQUAL)

QUANTITY:
OPTICAL SYSTEM: TOWER ARRAY GLASS REFRACTOR

IES CLASSIFIC.: TYPE IV
WATTAGE: 100W
LIGHT SOURCE: SOLID STATE LIGHTING
SERIES: -
LINE VOLTAGE: 120:277V
POLE ADAPTOR: K14
PAINT: TEXTURED BLACK
OPTIONS: C/W TWISTLOCK RECEPTACLE
(PHOTO-EYE BY OTHERS)

POLE SPECIFICATIONS

CATALOGUE NO.: KM20SFE-14' (OR APPROVED EQUAL)

QUANTITY:
MATERIAL: SHALLOW FLUTED EXTRUDED SHAFT & CAST ALUM. BASE

HEIGHT: 14' 0"
POLE TIP: 5" Ø
POLE BUTT: 16 1/2" Ø
PAINT: TEXTURED BLACK
MOUNTING: ACCEPT 3 1/2" L x 3 1/2" O.D TENON

DECORATIVE LED STREET LIGHTING FIXTURE

ROAD CLASSIFICATION	SYSTEM CONFIGURATION	SPACING BY PEDESTRIAN ACTIVITY			POLE HEIGHT	STREET LIGHT FIXTURE		
		LOW	MED	HIGH		LOW	MED	HIGH
LOCAL STREET	STAGGERED	100	100	100	14	K445R-TAGR-IV-60(SSL)-120:277V-K14-PR	K445R-TAGR-IV-86(SSL)-120:277V-K14-PR	K445R-TAGR-IV-100(SSL)-120:277V-K14-PR

DECORATIVE STREETLIGHT

DRAWN BY: CSG
CHECKED BY:
LAST REVISED: 6/20/14

SCALE:
N.T.S

SECTION: ELECTRICAL

DRAWING NO.: EL-6



APPROVED BY:

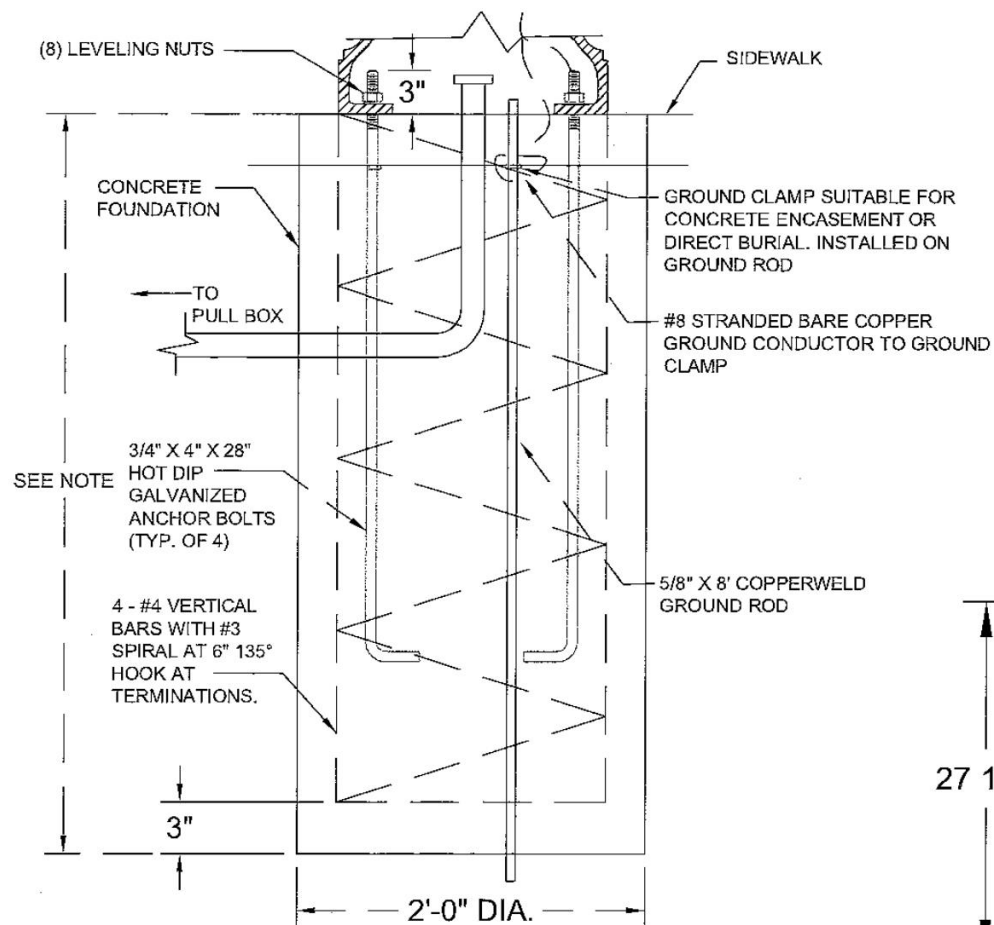
[Signature]

CITY ENGINEER

DATE

8-18-14

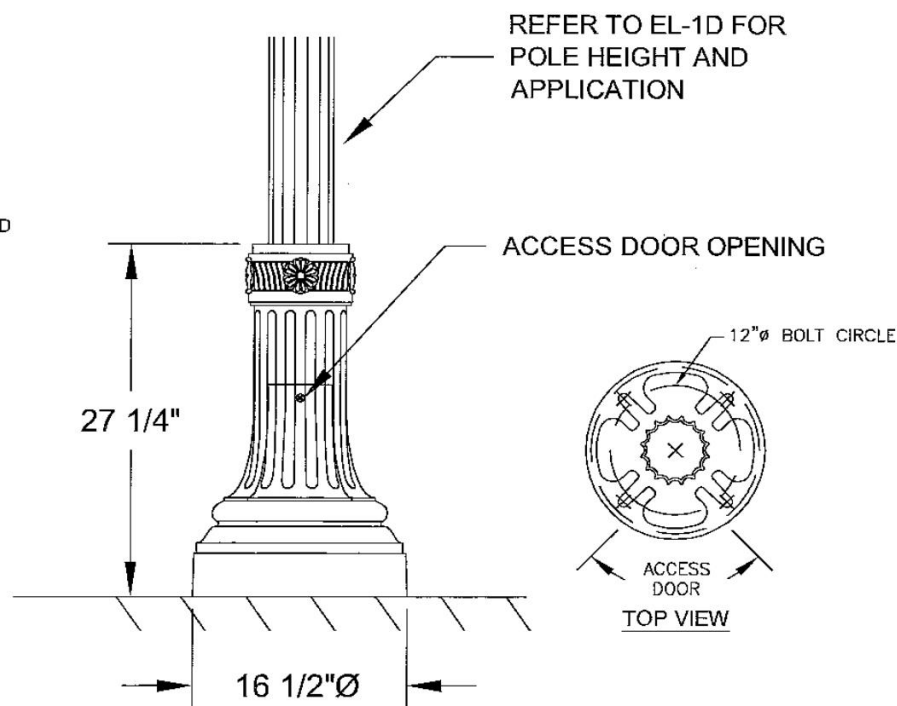
BASE DETAIL



NOTES: DIMENSION IS 4' FOR 14' POLES AND 5' FOR 23' POLES

INSTALLATION

The one-piece post shall be provided with four 3/4" diameter, L-type anchor bolts to be installed on a 12" diameter bolt circle. A door shall be provided in the base for anchorage and wiring access. A grounding screw shall be provided inside the base opposite the door.



DECORATIVE STREETLIGHT BASE



APPROVED BY:

[Signature]

CITY ENGINEER

8-18-14

DATE

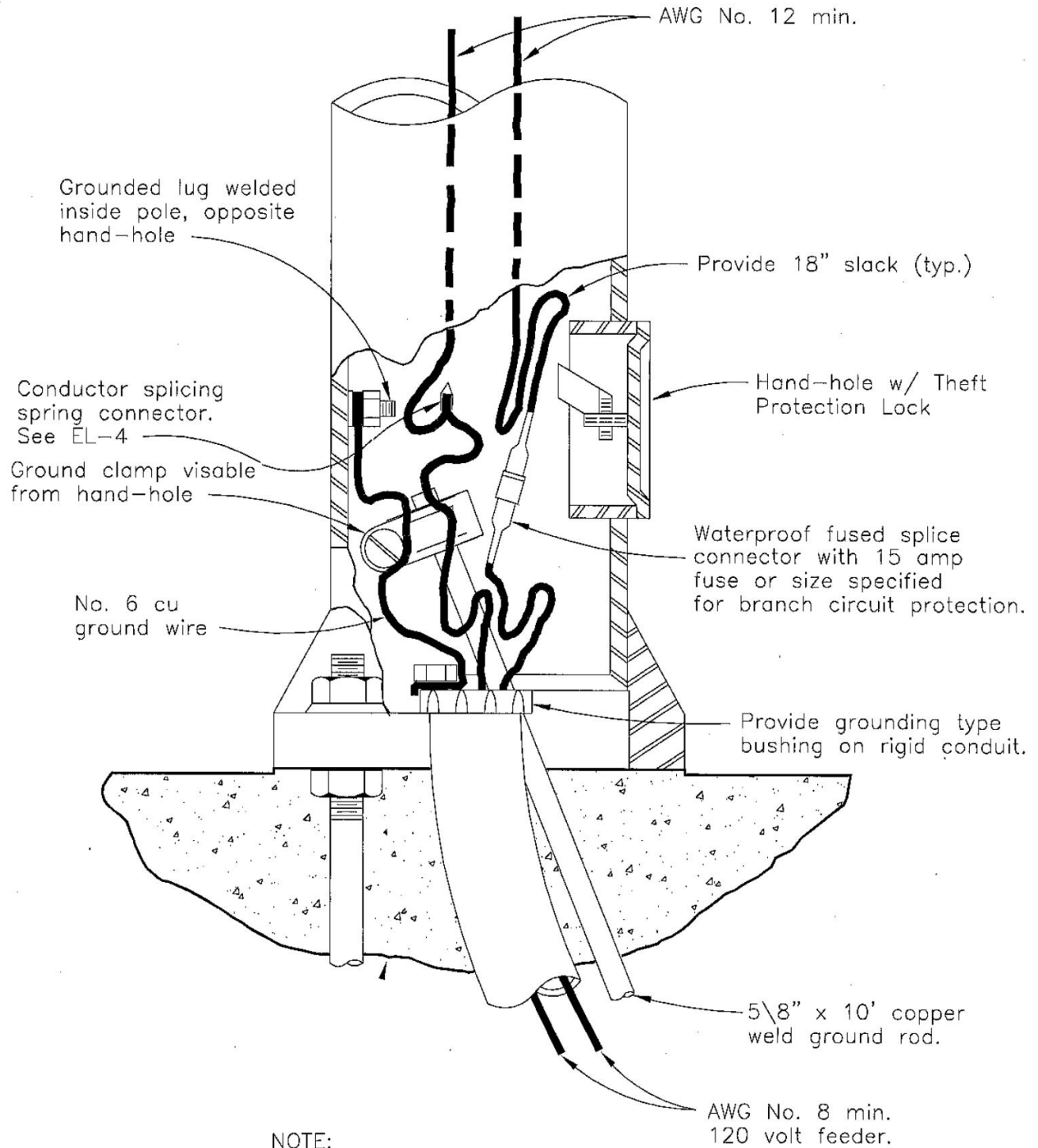
DRAWN BY: CSG
CHECKED BY:
LAST REVISED: 6/20/14

SCALE:

N.T.S

SECTION: ELECTRICAL

DRAWING NO.: EL-7



NOTE:

Seal all conduit with duct seal.

STREET LIGHTING CONNECTION (120 V)

DRAWN BY: CSG	SCALE:
CHECKED BY:	N.T.S.
LAST REVISED: 6/20/14	

SECTION:

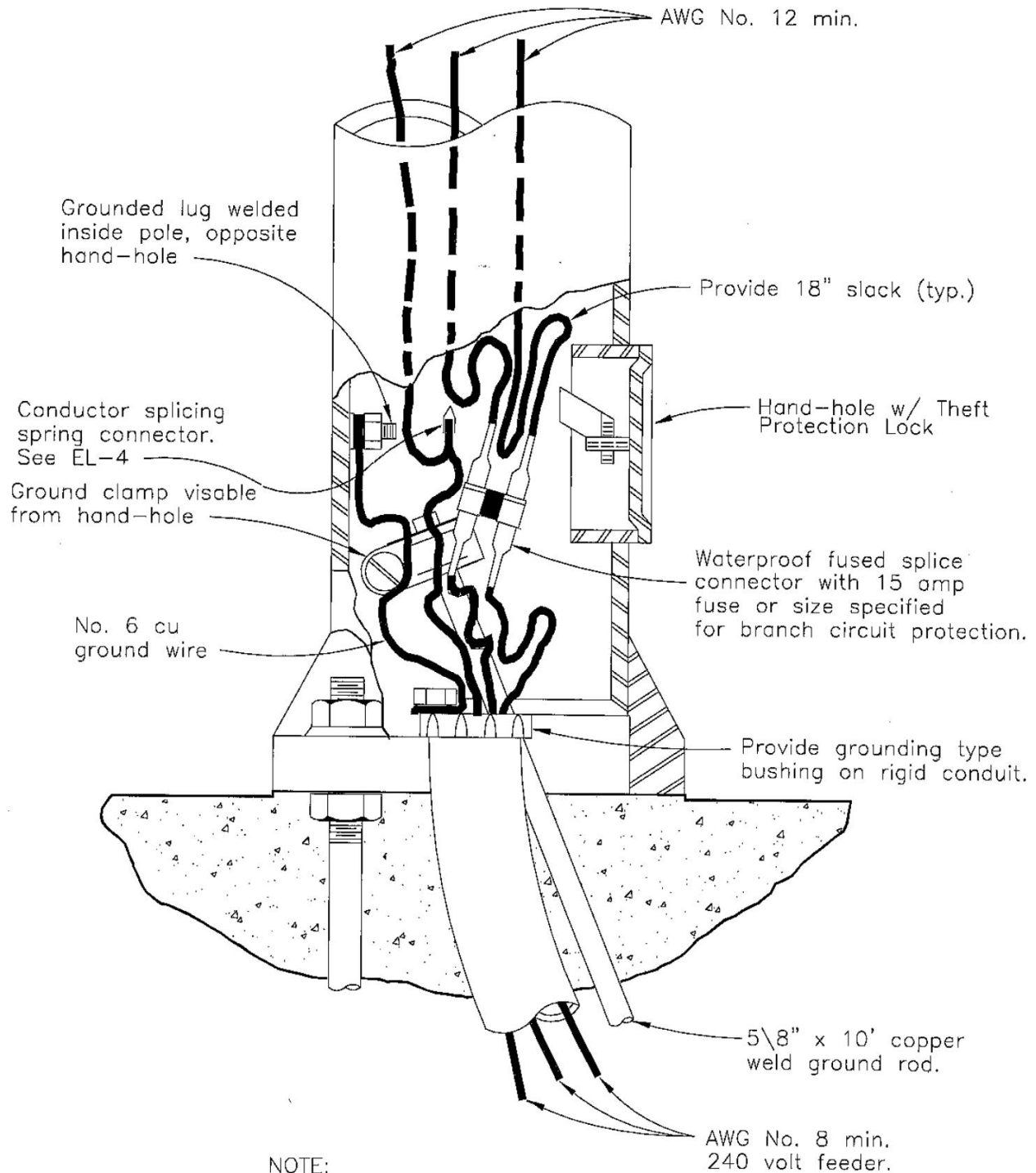
ELECTRICAL

DRAWING NO.: **EL-8**



APPROVED BY:

[Signature] **8-18-14**
CITY ENGINEER DATE



NOTE:
Seal all conduit with duct seal.

STREET LIGHTING CONNECTION (240 V)

DRAWN BY: CSG	SCALE:
CHECKED BY:	N.T.S.
LAST REVISED: 6/20/14	

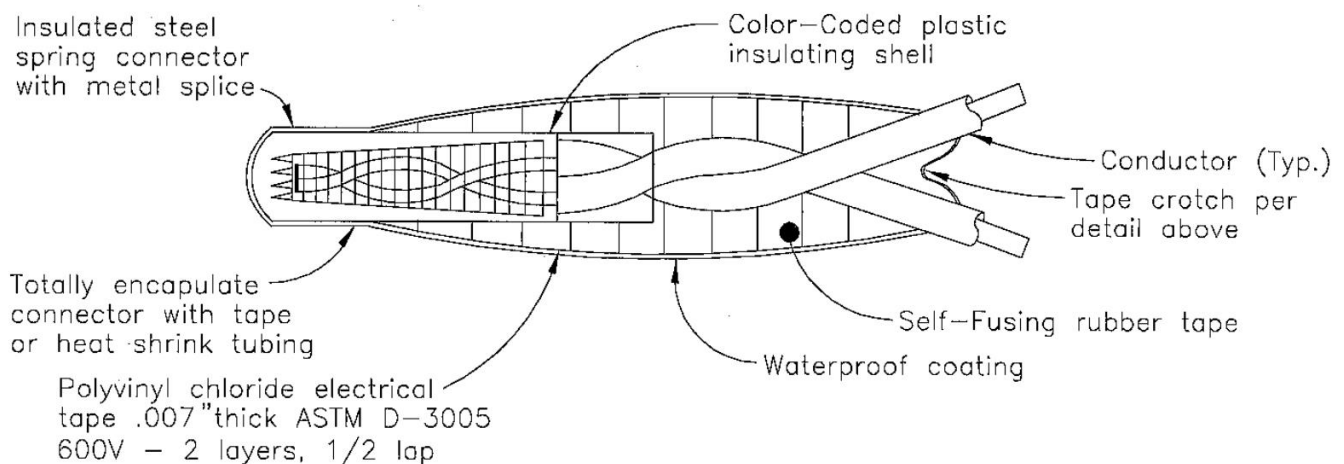
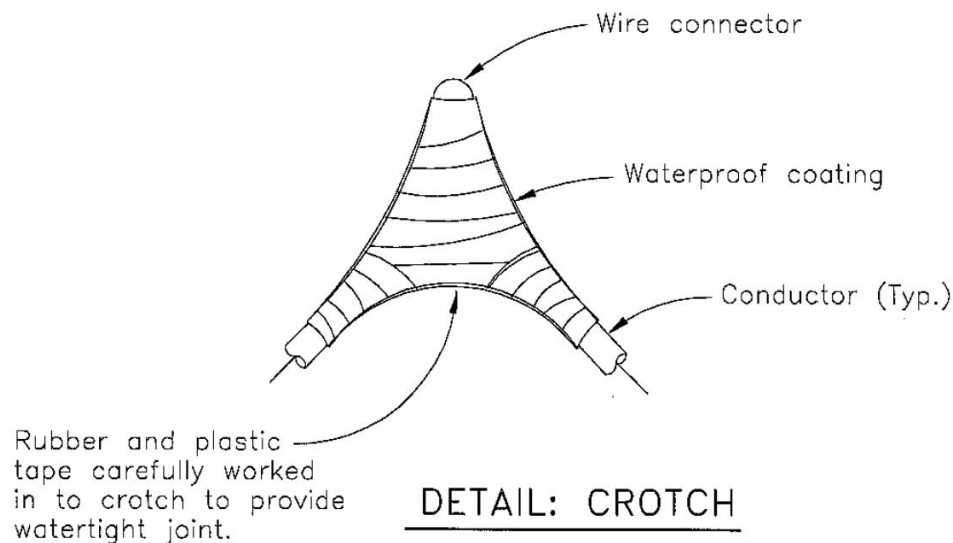
SECTION:

ELECTRICAL

DRAWING NO.: EL-9



APPROVED BY: *[Signature]* 8-18-14
CITY ENGINEER DATE



DETAIL: SPLICE WITH INSULATING SPRING CONNECTOR

NOTES:

1. Paint all taped splices with electrical waterproof coating.
2. Heat shrink tubing (Rated 600V AC) may be used in lieu of PVC electrical tape for insulated spring connectors.
3. Do not exceed spring connector manufacturers AWG copper wire splicing combination recommendations.

CONDUCTOR SPLICING SPRING CONNECTOR

DRAWN BY: CSG	SCALE:
CHECKED BY:	N.T.S.
LAST REVISED: 6/20/14	

SECTION:
ELECTRICAL

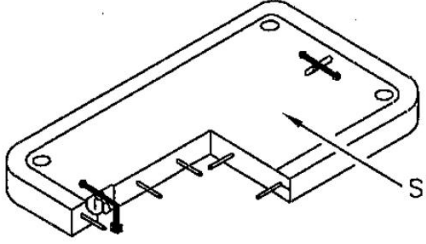
DRAWING NO.: **EL-10**



APPROVED BY:

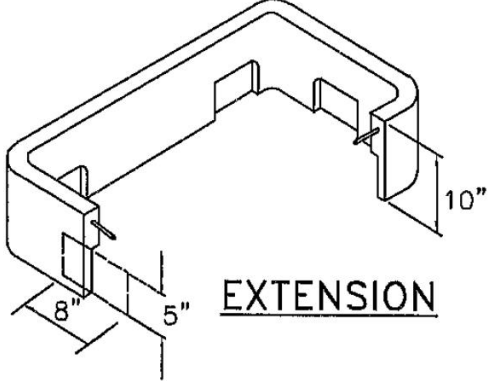
[Signature]
CITY ENGINEER

8-18-14
DATE

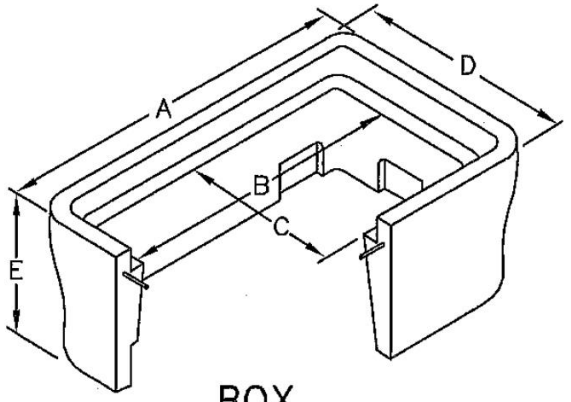


SEE EL-14

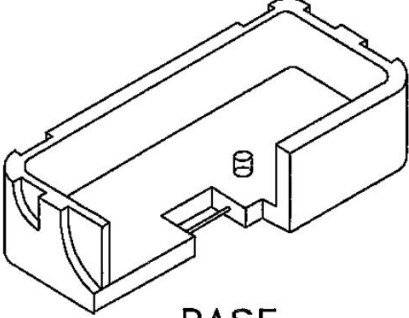
COVER



EXTENSION



BOX



BASE

DIMENSION	NO. 3-1/2	NO. 5	NO. 6	NO. 7	NO. 8
A	15"±	25"±	36"±	48"±	52"±
B	15"±	21"±	30"±	34"	46"±
C	9"±	11"±	12"±	22"	28"±
D	14"±	15"±	23"±	31"	34"±
E	12"±	12"±	12"±	14"	34"±
△	1.8 cu.ft.	2.6 cu.ft.	5.3 cu.ft.	7.7 cu.ft.	12.2 cu.ft.
EXTENSION			12"	10"	

NOTES:

1. PULL BOXES NOT TO BE INSTALLED IN AREAS SUBJECT TO TRAFFIC UNLESS OTHERWISE DIRECTED BY CITY ENGINEER.

△ = MINIMUM CUBIC FEET OF CLEAN CRUSHED ROCK, SIZED 1" MIN TO 2" MAX. ROCK PER DRY WELL: ONE FOOT THICK BY LENGTH TIMES WIDTH OF APPLICABLE BOX.

CONCRETE PULL BOX

APPROVED BY:

[Signature] **8-18-14**

CITY ENGINEER DATE

DRAWN BY: CSG SCALE:

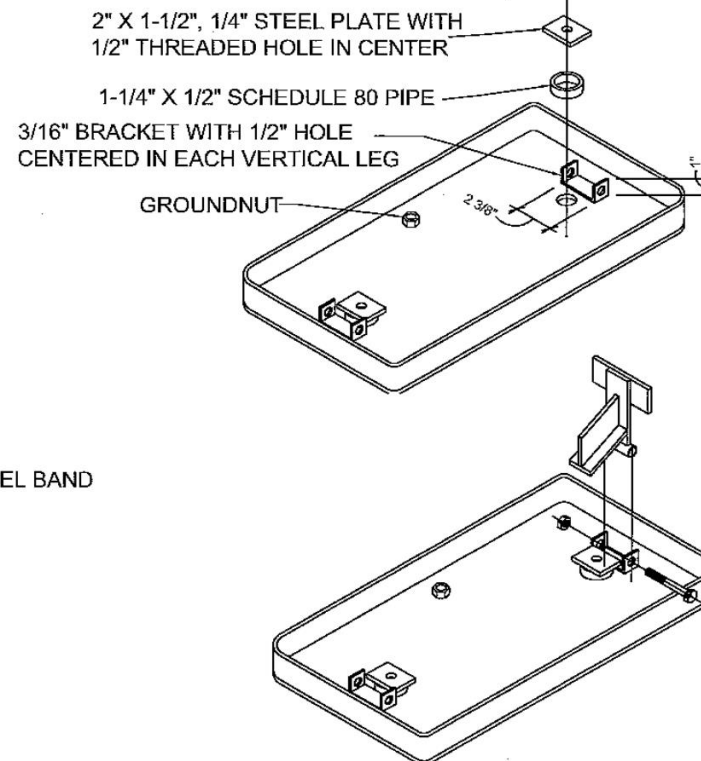
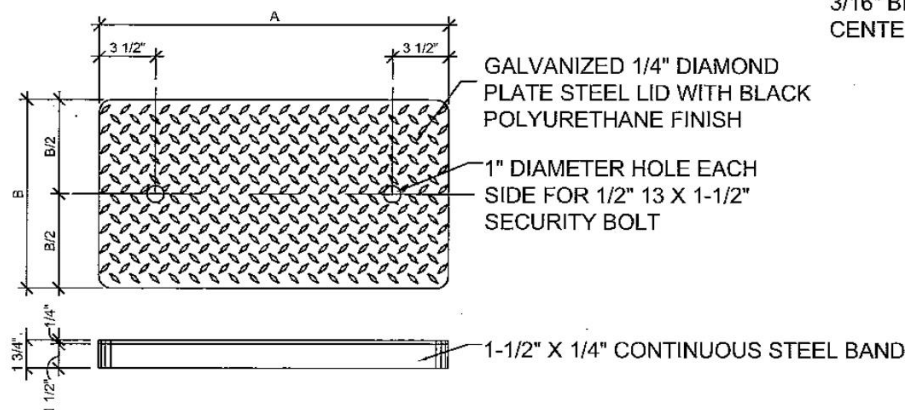
CHECKED BY: N.T.S.

LAST REVISED: 9/23/2014

SECTION:

ELECTRICAL

DRAWING NO.: **EL-13**



MR STEEL SECURITY LID	A	B
# LA1	14 3/4"	8 1/2"
# 3 1/2 T	14 7/8"	9 3/4"
# 3 1/2	15 1/4"	10"
# 5	20 5/8"	10 1/2"
# LA2	21 1/4"	11 3/8"
# 7	23 1/4"	13 3/4"
# LA3	29 3/4"	13 3/4"
# 9	30 1/2"	17 1/2"
# 40	35 1/2"	24"
# 44	43 1/8"	21 1/4"
# 48	47 3/4"	30 1/8"

ELECTRICAL PROPERTIES OF INYATI 6750 UV BLACK POLYUREA LINING MATERIAL		
ELECTRICAL PROPERTIES	English	AVERAGE VALUE
ELECTRICAL RESISTIVITY	1.00e+10 - 1.00e+13 ohm-cm	3.37e+12 ohm-cm
SURFACE RESISTANCE	1.00e+10 - 1.00e+12 ohm	3.70e+11 ohm
DIELECTRIC CONSTANT	4.10 - 7.10	5.73
DIELECTRIC STRENGTH	787 - 1240 kV/in	1084 kV/in
DISSIPATION FACTOR	0.0240 - 0.200	0.0577
COMPARATIVE TRACKING INDEX	600 V	600 V

ANTI-THEFT PULL BOX COVER DETAIL

DRAWN BY: CSG
CHECKED BY:
LAST REVISED: 7/28/2014

SCALE:
N.T.S

SECTION: ELECTRICAL
DRAWING NO.: EL-14



APPROVED BY: *[Signature]*
CITY ENGINEER

8-18-14
DATE

EXHIBIT “C”
MILESTONE SCHEDULE

EXHIBIT “D”**PAYMENT SCHEDULE**

All payments shall be made per the bid item descriptions.

Item No.	Description	Quantity	Unit	Unit Price	Total
1	Remove and replace Cobra Head LED luminaires (heads only)	10	EA	\$600	\$ 6,000.00
2	Remove and replace top-hat style luminaires and decorative pole	16	EA	\$9,750	\$ 156,000.00
TOTAL: Items 1 thru 2 inclusive and all work incidental thereto and connected therewith				\$	162,000.00

Bid Item Descriptions

1. Remove and Replace Cobra Head Luminaires*- The price paid per each includes all costs associated with all preparatory and operational work necessary to provide the removal and replacement of existing Cobra Head LED luminaires (heads only) on existing standard poles. This includes any additional streetlight wiring necessary to complete the installation, testing and verification of proper operation of all lighting and lighting circuits, and all necessary connections as per current City and Caltrans Standards.

2. Remove and Replace Top-Hat Style Luminaires and Decorative Pole*- The price paid per each includes all costs associated with all preparatory and operational work necessary to provide for the removal and replacement of existing top-hat style luminaires and poles. This includes any additional streetlight wiring necessary to complete the installation, all necessary concrete work for decorative pole installation, all necessary connections as per current City and Caltrans Standards, testing and verification of proper operation of all lighting and lighting circuits.

*Included in the cost for each shall be all costs associated with all preparatory and operational work necessary to provide for insurance, bonds, required permits and fees, submittals, shop drawings, project phasing, multiple move ins and move outs which are required to prosecute the work, work sequencing, staging, notification, surveying, cleanup and restoration of any damage, project phasing, supervision, project management, project office, coordination of concurrent work with other contractors, schedules, meetings, preparing “as-built” plans or record drawings, clean up, repairs, temporary fencing, movement of personnel, equipment, supplies, and incidentals to and from the project site; disposal of all waste associated with the project; water pollution control, all equipment required for accessing lighting; the establishment of all other facilities necessary for work on the project; all other work and operations which must be performed or costs incurred prior to beginning work on the various contract items of work at the project site; and work and improvements called for or implied by the Contract Documents which are not included in the other bid items but are required to complete the Work.

UNIT PRICE ADJUSTMENTS DUE TO INCREASED OR DECREASED QUANTITIES

The unit prices as stated in the bid form and as negotiated in Change Orders shall apply to one hundred (100) percent of the quantity indicated to be estimated quantity for the bid item, plus or minus twenty-five (25) percent.

CHANGE ORDERS

The prices agreed upon and any agreed-upon adjustment in the Contract Time shall be incorporated in a written change order issued by the City, which shall be written so as to indicate acceptance on the part of the Contractor as evidenced by its signature. By signing the Change Order, the Contractor Acknowledges and agrees that the adjustments to cost and time contained therein are in full satisfaction and accord, and are accepted as payment in full, for any and all costs and expenses associated with the work encompassed by the Change Order, including but not limited to labor, materials, overhead and profit, delay, disruption, loss of efficiency and any and all other direct and/or indirect costs or expenses and thereby waives any right to claim any further cost and time impacts at any time during and after completion of the Contract associated with such work.

Without invalidating the Contract and without notice to sureties or insurers, the City through the Construction Manager, may at any time or from time to time, order additions, deletions, or revisions in the Work; these will be authorized by Field Directive, Field Order, or Change Order. A Change Order will not be issued for a Field Directive unless the Construction Manager concurs with an appeal by the Contractor that such Field Directive is a change in the scope of the Contract. The Contractor shall comply promptly with the requirements for all Change Orders, Field Orders, or Field Directives. The work involved in Change Orders shall be executed under the applicable conditions and requirements of the Contract Documents. If any Field Order causes an increase or decrease in the Contract Price or an extension or shortening of the Contract Time, an equitable adjustment will be made by issuing a Change Order. If the Contractor accepts a Change Order that does not include a time extension, the Contractor waives any claim for additional time for the work covered by that Change Order. Additional or extra work performed by the Contractor without written authorization of a Field Order or Change Order will not entitle the Contractor to an increase in the Contract Price or an extension of the Contract Time.

Extra work shall be that work not shown or detailed on the Contract Drawings or Contract Documents and not specified or reasonably inferred therefrom. Such work shall be governed by all applicable provisions of the Contract Documents. In giving instructions, the Construction Manager shall have authority to make minor changes in the Work, not involving extra cost, and not inconsistent with the purposes of the Work; but otherwise, except in an emergency endangering life or property, no extra work or change shall be made unless in pursuance of a written order by the City through the Construction Manager, and no claim for an addition to the total amount of the Contract shall be valid unless so ordered.

In case any change increases or decreases the Work shown, the Contractor shall be paid for the Work actually done at a mutually agreed upon adjustment to the Contract Price.

GENERAL

The Contractor shall accept the compensation, as herein provided, as full payment for furnishing all labor, materials, tools, equipment, and incidentals necessary for completing the Work according to the Contract Documents, and no additional compensation will be allowed therefor. Neither full payment nor the payment of any partial payment estimate nor of any retained percentage shall relieve the Contractor of any obligation to make good any defective work or material. Notwithstanding any other provision of the Contract Documents, if Contractor disputes any determination by City with regard to payment, Contractor shall not be entitled to stop work pending resolution of such payment dispute, but shall expeditiously continue to prosecute the Work unless directed otherwise by City.

PARTIAL PAYMENTS

Payments will be made by the City to the Contractor on estimates duly certified and approved by the Construction Manager, based on the value of equipment installed and tested, labor and materials incorporated into said permanent work by the Contractor during the preceding month, and acceptable materials and equipment on hand (materials and equipment furnished and delivered to the site by the Contractor and not yet incorporated into the Work accompanied by an approved invoice). Payments will not be made for temporary construction unless specifically provided for in the Contract Documents.

Partial payments will be made monthly based on Work accomplished by the 25th day of the month. The Contractors estimate is to be submitted no later than five days before the end of the same month. Late submittals will not be processed until the following month.

RETENTION

The City will deduct from each partial payment and retain as part security, five percent (5%) of the amount earned until the final payment.

FINAL INSPECTION, NOTICE OF COMPLETION AND PAYMENT

The following section shall replace Article II.B Completion of Services Exhibit "A".

Within ten (10) calendar days of the acceptance by the City of the completed Work embraced in the Contract, the City will submit to be recorded in the office of the County Recorder a Notice of Completion.

Thirty-five (35) calendar days after recording the Notice of Completion of the Work involved in the Contract, the City will pay the Contractor in lawful money such sums of money as may be due the Contractor including all sums retained but excluding such sums as have previously been paid the Contractor. This payment will constitute the final payment to the Contractor under this Contract.

CHANGES IN CONTRACT PRICE

Whenever corrections, alterations, or modifications of the work under this Contract are ordered by the Construction Manager and approved by the City and increase the amount of work to be done, such added work shall be known as extra work; and when such corrections, alterations, or modifications decrease the amount of work to be done, such subtracted work shall be known as work omitted.

The difference in cost of the work affected by such change will be added to or deducted from the amount of said Contract price, as the case may be, by a fair and reasonable valuation, which shall be determined in one or more of the following ways as directed by the Construction Manager:

- a. By unit prices accepted by the City and stated in the Contract Documents;
- b. By unit prices subsequently fixed by agreement between the parties;
- c. By an acceptable lump sum proposal from the Contractor; or
- d. By Force Account, when directed in writing and administered by the City through its agents or representatives.

When required by the Construction Manager, the Contractor shall submit, in the form prescribed by the Construction Manager, an itemized breakdown with supporting data of the quantities and prices used in computing the value of any change that may be ordered.

The Construction Manager will review the Contractor's proposal for the change and negotiate an equitable adjustment with the Contractor. After there is an agreement the Construction Manager will prepare and process the Change Order and make a recommendation for action by the City. All Change Orders must be approved by the City in writing before the work can be authorized and the Change Order executed.

The prices agreed upon and any agreed upon adjustment in Contract Time shall be incorporated in the written order issued by the City, which shall be written so as to indicate an acceptance on the part of the Contractor as evidenced by its signature. By signature of the Change Order, the Contractor acknowledges that the adjustments to cost and time contained in the Change Order are in full satisfaction and accord, payment in full, and so waives any right to claim any further cost and time impacts at any time during and after completion of the Contract for the changes encompassed by the Change Order.

NEGOTIATED CHANGE ORDERS

The Contractor shall submit substantiating documentation with an itemized breakdown of Contractor and subcontractor direct costs, including labor, material, equipment rentals, and approved services, pertaining to such ordered work in the form and detail acceptable to the Construction Manager. The direct costs shall include only the payroll cost for workers and foremen, including wages, fringe benefits as established by negotiated labor agreements or state prevailing wages, workers' compensation and labor insurance, and labor taxes as established by law. No other fixed labor burdens will be considered, unless approved in writing by the Construction Manager; the cost of materials used and equipment delivered and installed in such work as substantiated by appropriate documents; the cost of construction machinery and equipment based on fair rental or Cityship values acceptable to the Construction Manager, Force Account Payment; and the cost of incidentals directly related to such work. The direct costs shall not include any labor or office costs pertaining to the Contractor's managers or superintendents, its office and engineering staff and office facilities, or anyone not directly employed on such work, nor the cost of small tools as all such indirect costs form a part of the Contractor's overhead expense.

The maximum percentage which will be allowed for the Contractor's combined overhead and profit will be:

a. For work by its own organization, the Contractor may add the following percentages:

Direct Labor	25 percent
Materials	15 percent
Equipment (owned or rented)	15 percent

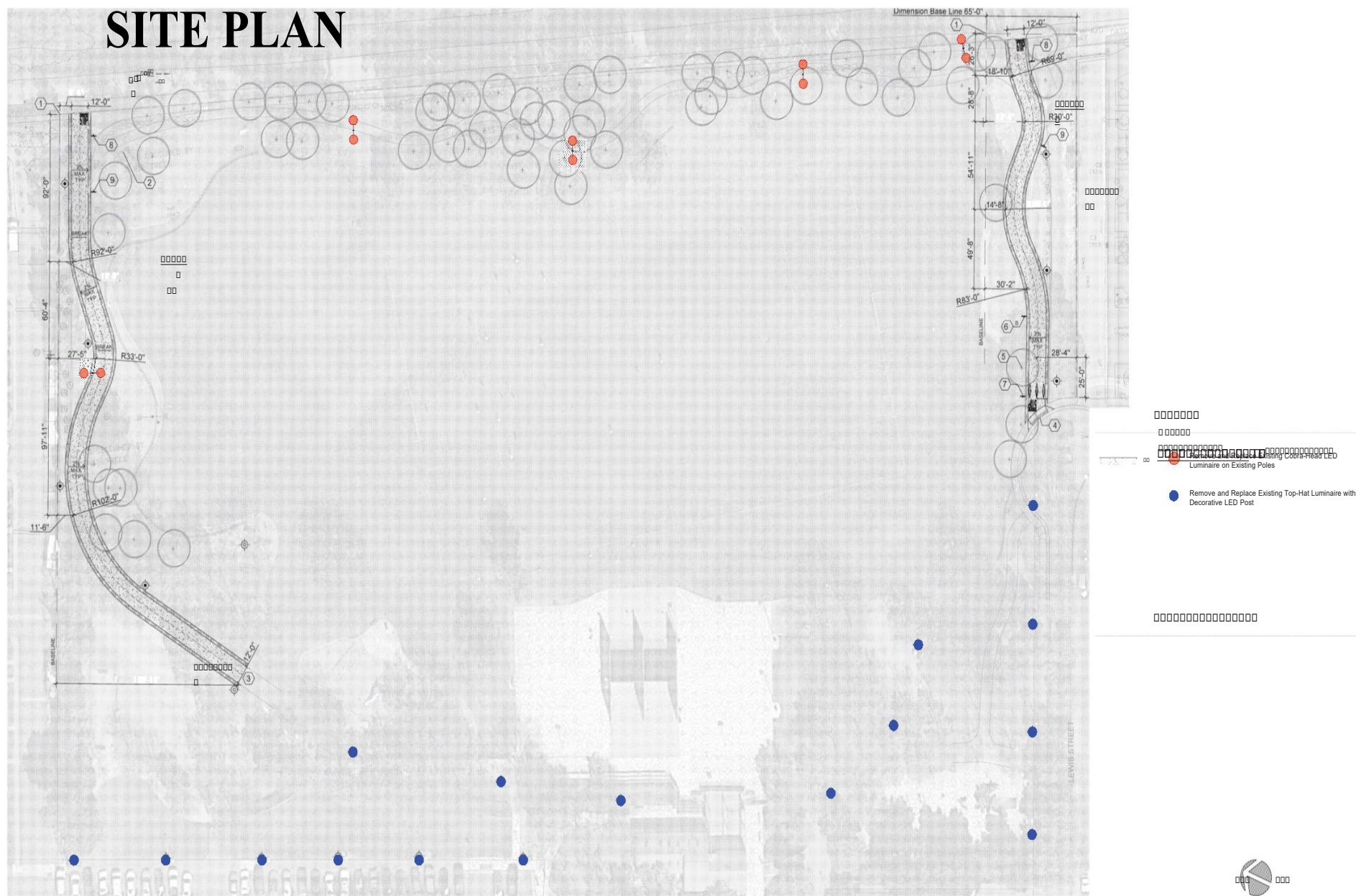
b. For all such work done by subcontractors, such subcontractor may add the same percentages as the Contractor as listed in (1) above to its actual net increase in costs for combined overhead and profit and the Contractor may add up to ten (10) percent of the subcontractor's total for its combined overhead and profit.

c. For all such work done by sub-tier-subcontractors, such sub-subcontractors may add the same percentages as the Contractor as listed in (a) above to its actual net increase in costs for combined overhead and profit, and the subcontractor may add up to ten (10) percent of the sub-subcontractor's total for its combined overhead and profit. The Contractor may add up to five (5) percent of the subcontractor's total for its combined overhead and profit.

d. To the total of the actual costs and fees allowed herein under, not more than two (2) percent shall be added for additional bond and insurance other than labor insurance. The above fees represent the maximum limits which will be allowed, and they include the Contractor's and all subcontractors' indirect home office expenses and all costs for cost proposal preparation.

When both additions and credits are involved in any one change, the combined overhead and profit shall be figured on the basis of the net increase, if any, for each area of work, i.e. direct labor, materials, equipment, and subcontractors. The amount of credit to be allowed by the Contractor to the City for any such change which results in a net decrease in cost will be the amount of the actual net decrease and a credit in accordance with the markups allowed under the use of the Force Account Payment. The Contractor shall not claim for anticipated profits on work that may be omitted.

SITE PLAN

[illegible]

8.3. Award of Contract to Ruggeri-Jensen-Azar & Associates for the Preparation of Design Documents for the Gilroy Ice Center Street Improvements and Traffic Signal Project (24-RFP-PW-492), Approve a Contract Expenditure of \$316,000 and Authorize the City Administrator to Execute the Final Agreement.

1. Staff Report:
2. Public Comment
3. Possible Action:

Award a contract to Ruggeri-Jensen-Azar & Associates in the amount of \$301,000 and approve an additional project contingency of \$15,000 for a total amount of \$316,000 for the preparation of design documents for the Gilroy Ice Center Street Improvements and Traffic Signal project (24-RFP-PW-492), and authorize the City Administrator to execute the contract and associated documents.



City of Gilroy

STAFF REPORT

Agenda Item Title: **Award of Contract to Ruggeri-Jensen-Azar & Associates for the Preparation of Design Documents for the Gilroy Ice Center Street Improvements and Traffic Signal Project (24-RFP-PW-492), Approve a Contract Expenditure of \$316,000 and Authorize the City Administrator to Execute the Final Agreement.**

Meeting Date: December 4, 2023
 From: Jimmy Forbis, City Administrator
 Department: Public Works
 Submitted By: Karl Bjarke, Interim Public Works Director
 Prepared By: Karl Bjarke, Interim Public Works Director

STRATEGIC PLAN GOALS

Maintain and Improve City Infrastructure

RECOMMENDATION

Award a contract to Ruggeri-Jensen-Azar & Associates in the amount of \$301,000 and approve an additional project contingency of \$15,000 for a total amount of \$316,000 for the preparation of design documents for the Gilroy Ice Center Street Improvements and Traffic Signal project (24-RFP-PW-492), and authorize the City Administrator to execute the contract and associated documents.

EXECUTIVE SUMMARY

The City's Outdoor Sports Park (Park) will soon be enhanced with the addition of the Gilroy Ice Center (GIC), a facility with two National Hockey League size ice rinks that will be open to the public. The GIC will result in an increase in the volume of traffic entering the Park. The City's approved Capital Improvement Program has identified a companion infrastructure project to improve the frontage road leading to the Park and install a new traffic signal at the Monterey Road-Monterey Frontage Road intersection. This companion project is titled "Gilroy Ice Center Street Improvements and Traffic Signal Project," and having it completed when the GIC opens would improve traffic circulation in that area. Staff recommends entering into a contract agreement

with the engineering firm Ruggeri-Jensen-Azar & Associates (RJA) so that the design of the street and traffic signal improvements can begin. The proposed not-to-exceed contract amount is \$301,000, and staff requests authorization for an additional \$15,000 for contingency.

BACKGROUND

The rehabilitation of the Monterey Frontage Road leading to the Park and the traffic signal at the Monterey Road-Monterey Frontage Road intersection is driven by the future GIC coming to the Park in 2025. It is anticipated that when the GIC is completed, the volume of traffic visiting the Park will significantly increase, necessitating the improvements described. Monterey Frontage Road is the main entrance to the Park. Currently, the intersection of Monterey Road-Monterey Frontage Road is not signalized and the Monterey Frontage Road leading to the Park entrance is in substandard condition structurally with no sidewalks or street lights.

The proposed road improvements and traffic signal have been considered in the master planning of the Park beginning with the original Environmental Impact Report (EIR) prepared in 2002 and subsequently updated with the Phase III Supplemental EIR in 2019.

Staff sought proposals from four firms that were on the City's pre-qualified consultant list and received two proposals. Those proposals were evaluated by staff, and it was determined that RJA was the most qualified. The final fee amount of \$301,000 was negotiated to ensure the City's needs were met. The scope includes a topographic survey, utility research, geotechnical investigation, evaluation of traffic patterns at the intersection, design of the new traffic signal, full design of Monterey Frontage Road improvements, CEQA clearance, PG&E permitting, and stormwater quality compliance.

The City's approved Capital Improvements Program allocated funds in FY 2024 and FY 2025 for the design and construction of the street improvements and traffic signal described in this report. Given the need for the project and the fact that it is budgeted, it is recommended that the design effort for the improvements be initiated at this time.

ANALYSIS

The addition of the GIC will significantly raise the visibility and profile of the Park. It is anticipated that the GIC will become a regional draw due to the growing popularity of ice sports and the lack of such facilities for the general public. The Monterey Frontage Road, which is the primary entrance to the Park, is currently in substandard condition as it lacks sidewalks, streetlights, and suitable drainage. The pavement condition will not hold up to the future traffic coming to the Park. Monterey Road and Monterey Frontage Road intersection will require a new traffic signal to accommodate future motor vehicle and bicycle traffic safely. This project - Gilroy Ice Center Street Improvements and Traffic Signal - will improve traffic circulation in and out of the Park. The improvements can be completed by starting the design work now when the GIC opens.

ALTERNATIVES

Council could postpone the street improvements and traffic signal project at this time and wait until the GIC is opened to understand better the traffic impacts it will have on the adjacent streets. This is not recommended because the existing roadway conditions will not sustain the future traffic flows, and the lack of a new traffic signal could present safety issues.

FISCAL IMPACT/FUNDING SOURCE

The Gilroy Ice Center Street Improvements and Traffic Signal project is in the adopted FY 2024 Capital Improvement Program (Project No. 800900), intended to be a companion project to the GIC Project. Funding for this project scope comes from the Public Facilities Fund (440) and Traffic Impact Fund (425). There are sufficient funds in the CIP to cover the requested authorization of \$316,000, which is made up of RJA's fee amount of \$301,000 plus a requested contingency amount of \$15,000.

PUBLIC OUTREACH

There has been no public outreach during the solicitation of proposals for this work.

NEXT STEPS

Should the Council approve the proposed contract agreement with RJA, staff will direct them to begin the design process. Final design documents are projected to be complete by July 2024. Bidding and construction will begin soon after.

Attachments:

1. Contract Agreement Executed by Consultant

AGREEMENT FOR SERVICES
(For design professional contracts over \$5,000)

This AGREEMENT made this 4th day of December, 2023 between:

CITY: City of Gilroy, having a principal place of business at
7351 Rosanna Street, Gilroy, California

and CONSULTANT: Ruggeri-Jensen-Azar & Associates, having a principal place of business at
8055 Camino Arroyo, Gilroy, CA 95020.

ARTICLE 1. TERM OF AGREEMENT

This Agreement will become effective on December 4, 2023 and will continue in effect through December 31, 2025 unless terminated in accordance with the provisions of **Article 7** of this Agreement.

ARTICLE 2. INDEPENDENT CONTRACTOR STATUS

It is the express intention of the parties that CONSULTANT is an independent contractor and not an employee, agent, joint venturer or partner of CITY. Nothing in this Agreement shall be interpreted or construed as creating or establishing the relationship of employer and employee between CITY and CONSULTANT or any employee or agent of CONSULTANT. Both parties acknowledge that CONSULTANT is not an employee for state or federal tax purposes. CONSULTANT shall not be entitled to any of the rights or benefits afforded to CITY'S employees, including, without limitation, disability or unemployment insurance, workers' compensation, medical insurance, sick leave, retirement benefits or any other employment benefits. CONSULTANT shall retain the right to perform services for others during the term of this Agreement.

ARTICLE 3. SERVICES TO BE PERFORMED BY CONSULTANT

A. Specific Services

CONSULTANT agrees to: perform the services as outlined in **Exhibit "A"** ("Specific Provisions") and **Exhibit "B"** ("Scope of Services") within the time periods described in and **Exhibit "C"** ("Milestone Schedule").

B. Method of Performing Services

CONSULTANT shall determine the method, details and means of performing the above-described services. CITY shall have no right to, and shall not, control the manner or determine the method of accomplishing CONSULTANT'S services.

C. Employment of Assistants

CONSULTANT may, at the CONSULTANT'S own expense, employ such assistants as CONSULTANT deems necessary to perform the services required of CONSULTANT by this Agreement, subject to the prohibition against assignment and subcontracting contained in **Article 5** below. CITY may not control, direct, or supervise CONSULTANT'S assistants in the performance of those services. CONSULTANT assumes full and sole responsibility for the payment of all compensation and expenses of these assistants and for all state and federal income tax, unemployment insurance, Social Security, disability insurance and other applicable withholding.

D. Place of Work

CONSULTANT shall perform the services required by this Agreement at any place or location and at such times as CONSULTANT shall determine is necessary to properly and timely perform CONSULTANT'S services.

ARTICLE 4. COMPENSATION

A. Consideration

In consideration for the services to be performed by CONSULTANT, CITY agrees to pay CONSULTANT the amounts set forth in **Exhibit "D"**. In no event however shall the total compensation paid to CONSULTANT exceed \$301,000.

B. Invoices

CONSULTANT shall submit invoices for all services rendered.

C. Payment

Payment shall be due according to the payment schedule set forth in **Exhibit "D"**. No payment will be made unless CONSULTANT has first provided City with a written receipt of invoice describing the work performed and any approved direct expenses (as provided for in **Exhibit "A"**, **Section IV**) incurred during the preceding period. If CITY objects to all or any portion of any invoice, CITY shall notify CONSULTANT of the objection within thirty (30) days from receipt of the invoice, give reasons for the objection, and pay that portion of the invoice not in dispute. It shall not constitute a default or breach of this Agreement for CITY not to pay any invoiced amounts to which it has objected until the objection has been resolved by mutual agreement of the parties.

D. Expenses

CONSULTANT shall be responsible for all costs and expenses incident to the performance of services for CITY, including but not limited to, all costs of equipment used or provided by CONSULTANT, all fees, fines, licenses, bonds or taxes required of or imposed against CONSULTANT and all other of CONSULTANT'S costs of doing business. CITY shall not be responsible for any expenses incurred by CONSULTANT in performing services for CITY, except for those expenses constituting "direct expenses" referenced on Exhibit "A."

ARTICLE 5. OBLIGATIONS OF CONSULTANT

A. Tools and Instrumentalities

CONSULTANT shall supply all tools and instrumentalities required to perform the services under this Agreement at its sole cost and expense. CONSULTANT is not required to purchase or rent any tools, equipment or services from CITY.

B. Workers' Compensation

CONSULTANT agrees to provide workers' compensation insurance for CONSULTANT'S employees and agents and agrees to hold harmless, defend with counsel acceptable to CITY and indemnify CITY, its officers, representatives, agents and employees from and against any and all claims, suits, damages, costs, fees, demands, causes of action, losses, liabilities and expenses, including without limitation attorneys' fees, arising out of any injury, disability, or death of any of CONSULTANT'S employees.

C. Indemnification of Liability, Duty to Defend

1. As to professional liability, to the fullest extent permitted by law, CONSULTANT shall defend, through counsel approved by CITY (which approval shall not be unreasonably withheld), indemnify and hold harmless CITY, its officers, representatives, agents and employees against any and all suits, damages, costs, fees, claims, demands, causes of action, losses, liabilities and expenses, including without limitation attorneys' fees, to the extent arising or resulting directly or indirectly from any willful or negligent acts, errors or omissions of CONSULTANT or CONSULTANT'S assistants, employees or agents, including all claims relating to the injury or death of any person or damage to any property.

2. As to other liability, to the fullest extent permitted by law, CONSULTANT shall defend, through counsel approved by CITY (which approval shall not be unreasonably withheld), indemnify and hold harmless CITY, its officers, representatives, agents and employees against any and all suits, damages, costs, fees, claims, demands, causes of action, losses, liabilities and expenses, including without limitation attorneys' fees, arising or resulting directly or indirectly from any act or omission of CONSULTANT or CONSULTANT'S assistants, employees or agents, including all claims relating to the injury or death of any person or damage to any property.

D. Insurance

In addition to any other obligations under this Agreement, CONSULTANT shall, at no cost to CITY, obtain and maintain throughout the term of this Agreement: (a) Commercial Liability Insurance on a per occurrence basis, including coverage for owned and non-owned automobiles, with a minimum combined single limit coverage of \$1,000,000 per occurrence for all damages due to bodily injury, sickness or disease, or death to any person, and damage to property, including the loss of use thereof; and (b) Professional Liability Insurance (Errors & Omissions) with a minimum coverage of \$1,000,000 per occurrence or claim, and \$2,000,000 aggregate; provided however, Professional Liability Insurance written on a claims made basis must comply with the requirements set forth below. Professional Liability Insurance written on a claims made basis (including without

limitation the initial policy obtained and all subsequent policies purchased as renewals or replacements) must show the retroactive date, and the retroactive date must be before the earlier of the effective date of the contract or the beginning of the contract work. Claims made Professional Liability Insurance must be maintained, and written evidence of insurance must be provided, for at least five (5) years after the completion of the contract work. If claims made coverage is canceled or non-renewed, and not replaced with another claims-made policy form with a retroactive date prior to the earlier of the effective date of the contract or the beginning of the contract work, CONSULTANT must purchase so called “extended reporting” or “tail” coverage for a minimum of five (5) years after completion of work, which must also show a retroactive date that is before the earlier of the effective date of the contract or the beginning of the contract work. As a condition precedent to CITY’S obligations under this Agreement, CONSULTANT shall furnish written evidence of such coverage (naming CITY, its officers and employees as additional insureds on the Comprehensive Liability insurance policy referred to in (a) immediately above via a specific endorsement) and requiring thirty (30) days written notice of policy lapse or cancellation, or of a material change in policy terms.

E. Assignment

Notwithstanding any other provision of this Agreement, neither this Agreement nor any duties or obligations of CONSULTANT under this Agreement may be assigned or subcontracted by CONSULTANT without the prior written consent of CITY, which CITY may withhold in its sole and absolute discretion.

F. State and Federal Taxes

As CONSULTANT is not CITY’S employee, CONSULTANT shall be responsible for paying all required state and federal taxes. Without limiting the foregoing, CONSULTANT acknowledges and agrees that:

- CITY will not withhold FICA (Social Security) from CONSULTANT’S payments;
- CITY will not make state or federal unemployment insurance contributions on CONSULTANT’S behalf;
- CITY will not withhold state or federal income tax from payment to CONSULTANT;
- CITY will not make disability insurance contributions on behalf of CONSULTANT;
- CITY will not obtain workers’ compensation insurance on behalf of CONSULTANT.

ARTICLE 6. OBLIGATIONS OF CITY

A. Cooperation of City

CITY agrees to respond to all reasonable requests of CONSULTANT and provide access, at reasonable times following receipt by CITY of reasonable notice, to all documents reasonably necessary to the performance of CONSULTANT'S duties under this Agreement.

B. Assignment

CITY may assign this Agreement or any duties or obligations thereunder to a successor governmental entity without the consent of CONSULTANT. Such assignment shall not release CONSULTANT from any of CONSULTANT'S duties or obligations under this Agreement.

ARTICLE 7. TERMINATION OF AGREEMENT

A. Sale of Consultant's Business/ Death of Consultant.

CONSULTANT shall notify CITY of the proposed sale of CONSULTANT's business no later than thirty (30) days prior to any such sale. CITY shall have the option of terminating this Agreement within thirty (30) days after receiving such notice of sale. Any such CITY termination pursuant to this **Article 7.A** shall be in writing and sent to the address for notices to CONSULTANT set forth in **Exhibit A, Subsection V.I.**, no later than thirty (30) days after CITY' receipt of such notice of sale.

If CONSULTANT is an individual, this Agreement shall be deemed automatically terminated upon death of CONSULTANT.

B. Termination by City for Default of Consultant

Should CONSULTANT default in the performance of this Agreement or materially breach any of its provisions, CITY, at CITY'S option, may terminate this Agreement by giving written notification to CONSULTANT. For the purposes of this section, material breach of this Agreement shall include, but not be limited to the following:

1. CONSULTANT'S failure to professionally and/or timely perform any of the services contemplated by this Agreement.
2. CONSULTANT'S breach of any of its representations, warranties or covenants contained in this Agreement.

CONSULTANT shall be entitled to payment only for work satisfactorily completed through the date of the termination notice, as reasonably determined by CITY, provided that such payment shall not exceed the amounts set forth in this Agreement for the tasks described on Exhibit C" which have been fully, competently and timely rendered by CONSULTANT. Notwithstanding the foregoing, if CITY terminates this Agreement due to CONSULTANT'S default in the performance of this Agreement or material breach by CONSULTANT of any of its provisions, then in addition to any other rights and remedies CITY may have, CONSULTANT shall reimburse

CITY, within ten (10) days after demand, for any and all costs and expenses incurred by CITY in order to complete the tasks constituting the scope of work as described in this Agreement, to the extent such costs and expenses exceed the amounts CITY would have been obligated to pay CONSULTANT for the performance of that task pursuant to this Agreement.

C. Termination for Failure to Make Agreed-Upon Payments

Should CITY fail to pay CONSULTANT all or any part of the compensation set forth in Article 4 of this Agreement on the date due, then if and only if such nonpayment constitutes a default under this Agreement, CONSULTANT, at the CONSULTANT'S option, may terminate this Agreement if such default is not remedied by CITY within thirty (30) days after demand for such payment is given by CONSULTANT to CITY.

D. Transition after Termination

Upon termination, CONSULTANT shall immediately stop work, unless cessation could potentially cause any damage or harm to person or property, in which case CONSULTANT shall cease such work as soon as it is safe to do so. CONSULTANT shall incur no further expenses in connection with this Agreement. CONSULTANT shall promptly deliver to CITY all work done toward completion of the services required hereunder, and shall act in such a manner as to facilitate any the assumption of CONSULTANT's duties by any new consultant hired by the CITY to complete such services.

ARTICLE 8. GENERAL PROVISIONS

A. Amendment & Modification

No amendments, modifications, alterations or changes to the terms of this Agreement shall be effective unless and until made in a writing signed by both parties hereto.

B. Americans with Disabilities Act of 1990

Throughout the term of this Agreement, the CONSULTANT shall use due professional care to comply fully with all applicable provisions of the Americans with Disabilities Act of 1990 ("the Act") in its current form and as it may be amended from time to time. CONSULTANT shall also require such compliance of all subcontractors performing work under this Agreement, subject to the prohibition against assignment and subcontracting contained in Article 5 above. The CONSULTANT shall defend with counsel acceptable to CITY, indemnify and hold harmless the CITY OF GILROY, its officers, employees, agents and representatives from and against all suits, claims, demands, damages, costs, causes of action, losses, liabilities, expenses and fees, including without limitation attorneys' fees, that may arise out of any violations of the Act by the CONSULTANT, its subcontractors, or the officers, employees, agents or representatives of either.

C. Attorneys' Fees

If any action at law or in equity, including an action for declaratory relief, is brought to enforce or interpret the provisions of this Agreement, the prevailing party will be entitled to reasonable

attorneys' fees, which may be set by the court in the same action or in a separate action brought for that purpose, in addition to any other relief to which that party may be entitled.

D. Captions

The captions and headings of the various sections, paragraphs and subparagraphs of the Agreement are for convenience only and shall not be considered nor referred to for resolving questions of interpretation.

E. Compliance with Laws

The CONSULTANT shall keep itself informed of all State and National laws and all municipal ordinances and regulations of the CITY which in any manner affect those engaged or employed in the work, or the materials used in the work, or which in any way affect the conduct of the work, and of all such orders and decrees of bodies or tribunals having any jurisdiction or authority over the same. Without limiting the foregoing, CONSULTANT agrees to observe the provisions of the Municipal Code of the CITY OF GILROY, obligating every contractor or subcontractor under a contract or subcontract to the CITY OF GILROY for public works or for goods or services to refrain from discriminatory employment or subcontracting practices on the basis of the race, color, sex, religious creed, national origin, ancestry of any employee, applicant for employment, or any potential subcontractor.

F. Conflict of Interest

CONSULTANT certifies that to the best of its knowledge, no CITY employee or officer of any public agency interested in this Agreement has any pecuniary interest in the business of CONSULTANT and that no person associated with CONSULTANT has any interest that would constitute a conflict of interest in any manner or degree as to the execution or performance of this Agreement.

G. Entire Agreement

This Agreement supersedes any and all prior agreements, whether oral or written, between the parties hereto with respect to the rendering of services by CONSULTANT for CITY and contains all the covenants and agreements between the parties with respect to the rendering of such services in any manner whatsoever. Each party to this Agreement acknowledges that no representations, inducements, promises or agreements, orally or otherwise, have been made by any party, or anyone acting on behalf of any party, which are not embodied herein, and that no other agreement, statement or promise not contained in this Agreement shall be valid or binding.

No other agreements or conversation with any officer, agent or employee of CITY prior to execution of this Agreement shall affect or modify any of the terms or obligations contained in any documents comprising this Agreement. Such other agreements or conversations shall be considered as unofficial information and in no way binding upon CITY.

H. Governing Law and Venue

This Agreement shall be governed by and construed in accordance with the laws of the State of California without regard to the conflict of laws provisions of any jurisdiction. The exclusive jurisdiction and venue with respect to any and all disputes arising hereunder shall be in state and federal courts located in Santa Clara County, California.

I. Notices

Any notice to be given hereunder by either party to the other may be effected either by personal delivery in writing or by mail, registered or certified, postage prepaid with return receipt requested. Mailed notices shall be addressed to the parties at the addresses appearing in **Exhibit "A", Section V.I.** but each party may change the address by written notice in accordance with this paragraph. Notices delivered personally will be deemed delivered as of actual receipt; mailed notices will be deemed delivered as of three (3) days after mailing.

J. Partial Invalidity

If any provision in this Agreement is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions will nevertheless continue in full force without being impaired or invalidated in any way.

K. Time of the Essence

All dates and times referred to in this Agreement are of the essence.

L. Waiver

CONSULTANT agrees that waiver by CITY of any one or more of the conditions of performance under this Agreement shall not be construed as waiver(s) of any other condition of performance under this Agreement.

Executed at Gilroy, California, on the date and year first above written.

CONSULTANT:

Ruggeri-Jensen-Azar & Associates

By: 
Name: Arminta J. Jensen
Title: Executive Vice President

Social Security or Taxpayer
Identification Number 07-0404780

CITY:

CITY OF GILROY

By: _____
Name: Jimmy Forbis
Title: City Administrator

Approved as to Form

ATTEST:

City Attorney

City Clerk

EXHIBIT "A"

SPECIFIC PROVISIONS

I. PROJECT MANAGER

CONSULTANT shall provide the services indicated on the attached **Exhibit "B"**, Scope of Services ("Services"). (All exhibits referenced are incorporated herein by reference.) To accomplish that end, CONSULTANT agrees to assign **Arminta J. Jensen**, who will act in the capacity of Project Manager, and who will personally direct such Services.

Except as may be specified elsewhere in this Agreement, CONSULTANT shall furnish all technical and professional services including labor, material, equipment, transportation, supervision and expertise to perform all operations necessary and required to satisfactorily complete the Services required herein.

II. NOTICE TO PROCEED/COMPLETION OF SERVICE

A. NOTICE TO PROCEED

CONSULTANT shall commence the Services upon delivery to CONSULTANT of a written "Notice to Proceed", which Notice to Proceed shall be in the form of a written communication from designated City contact person(s). Notice to Proceed may be in the form of e-mail, fax or letter authorizing commencement of the Services. For purposes of this Agreement, **Karl Bjarke** shall be the designated City contact person(s). Notice to Proceed shall be deemed to have been delivered upon actual receipt by CONSULTANT or if otherwise delivered as provided in the **Section V.I.** ("Notices") of this **Exhibit "A"**.

B. COMPLETION OF SERVICES

When CITY determines that CONSULTANT has satisfactorily completed all of the Services, CITY shall give CONSULTANT written Notice of Final Acceptance, and CONSULTANT shall not incur any further costs hereunder. CONSULTANT may request this determination of completion when, in its opinion, it has satisfactorily completed all of the Services and, if so requested, CITY shall make this determination within two (2) weeks of such request, or if CITY determines that CONSULTANT has not satisfactorily completed all of such Services, CITY shall so inform CONSULTANT within this two (2) week period.

III. PROGRESS SCHEDULE

The schedule for performance and completion of the Services will be as set forth in the attached **Exhibit "C"**.

IV. PAYMENT OF FEES AND DIRECT EXPENSES

Payments shall be made to CONSULTANT as provided for in **Article 4** of this Agreement.

Direct expenses are charges and fees not included in **Exhibit “B”**. CITY shall be obligated to pay only for those direct expenses which have been previously approved in writing by CITY. CONSULTANT shall obtain written approval from CITY prior to incurring or billing of direct expenses.

Copies of pertinent financial records, including invoices, will be included with the submission of billing(s) for all direct expenses.

V. OTHER PROVISIONS

A. CONSULTANT’S SERVICES TO BE APPROVED BY A REGISTERED PROFESSIONAL ENGINEER

All civil (including structural and geotechnical) engineering plans, calculations, specifications and reports shall be prepared by, or under the responsible charge of, a licensed civil engineer and shall include his or her name and license number. Interim documents shall include a notation as to the intended purpose of the document, such as “preliminary” or “for review only.” All civil engineering plans and specifications that are permitted or that are to be released for construction shall bear the signature and seal of the licensee and the date of signing and sealing or stamping. All final civil engineering calculations and reports shall bear the signature and seal or stamp of the licensee, and the date of signing and sealing or stamping.

B. STANDARD OF WORKMANSHIP

CONSULTANT represents and warrants that it has the qualifications, skills and licenses necessary to perform the Services, and its duties and obligations, expressed and implied, contained herein, and CITY expressly relies upon CONSULTANT’S representations and warranties regarding its skills, qualifications and licenses. CONSULTANT shall perform such Services and duties in conformance to and consistent with the standards generally recognized as being employed by professionals in the same discipline in the State of California.

Any plans, designs, specifications, estimates, calculations, reports and other documents furnished under this Agreement shall be of a quality acceptable to CITY. The minimum criteria for acceptance shall be a product of neat appearance, well-organized, technically and grammatically correct, checked and having the maker and checker identified. The minimum standard of appearance, organization and content of the drawings shall be that used by CITY for similar purposes.

C. RESPONSIBILITY OF CONSULTANT

CONSULTANT shall be responsible for the professional quality, technical accuracy, and the coordination of the Services furnished by it under this Agreement. The CITY’S review, acceptance or payment for any of the Services shall not be construed to operate as a waiver of any rights under this Agreement or of any cause of action arising out of the performance of this Agreement, and CONSULTANT shall be and remain liable to CITY in accordance with applicable

law for all damages to CITY caused by CONSULTANT'S negligent performance of any of the services furnished under this Agreement.

D. RIGHT OF CITY TO INSPECT RECORDS OF CONSULTANT

CITY, through its authorized employees, representatives or agents, shall have the right, at any and all reasonable times, to audit the books and records (including, but not limited to, invoices, vouchers, canceled checks, time cards, etc.) of CONSULTANT for the purpose of verifying any and all charges made by CONSULTANT in connection with this Agreement. CONSULTANT shall maintain for a minimum period of three (3) years (from the date of final payment to CONSULTANT), or for any longer period required by law, sufficient books and records in accordance with standard California accounting practices to establish the correctness of all charges submitted to CITY by CONSULTANT, all of which shall be made available to CITY at the CITY's offices within five (5) business days after CITY's request.

E. CONFIDENTIALITY OF MATERIAL

All ideas, memoranda, specifications, plans, manufacturing procedures, data (including, but not limited to, computer data and source code), drawings, descriptions, documents, discussions or other information developed or received by or for CONSULTANT and all other written and oral information developed or received by or for CONSULTANT and all other written and oral information submitted to CONSULTANT in connection with the performance of this Agreement shall be held confidential by CONSULTANT and shall not, without the prior written consent of CITY, be used for any purposes other than the performance of the Services, nor be disclosed to an entity not connected with the performance of the such Services. Nothing furnished to CONSULTANT which is otherwise known to CONSULTANT or is or becomes generally known to the related industry (other than that which becomes generally known as the result of CONSULTANT'S disclosure thereof) shall be deemed confidential. CONSULTANT shall not use CITY'S name or insignia, or distribute publicity pertaining to the services rendered under this Agreement in any magazine, trade paper, newspaper or other medium without the express written consent of CITY.

F. NO PLEDGING OF CITY'S CREDIT.

Under no circumstances shall CONSULTANT have the authority or power to pledge the credit of CITY or incur any obligation in the name of CITY.

G. OWNERSHIP OF MATERIAL.

All material including, but not limited to, computer information, data and source code, sketches, tracings, drawings, plans, diagrams, quantities, estimates, specifications, proposals, tests, maps, calculations, photographs, reports and other material developed, collected, prepared (or caused to be prepared) under this Agreement shall be the property of CITY, but CONSULTANT may retain and use copies thereof subject to **Section V.E** of this **Exhibit "A"**.

CITY shall not be limited in any way in its use of said material at any time for any work, whether or not associated with the City project for which the Services are performed.

H. NO THIRD PARTY BENEFICIARY.

This Agreement shall not be construed or deemed to be an agreement for the benefit of any third party or parties, and no third party or parties shall have any claim or right of action hereunder for any cause whatsoever.

I. NOTICES.

Notices are to be sent as follows:

CITY: Karl Bjarke
City of Gilroy
7351 Rosanna Street
Gilroy, CA 95020

CONSULTANT: Arminta J. Jensen
Ruggeri-Jensen-Azar & Associates
8055 Camino Arroyo Drive
Gilroy, CA 95020

J. FEDERAL FUNDING REQUIREMENTS.

- ☐ If the box to the left of this sentence is checked, this Agreement involves federal funding and the requirements of this **Section V.J.** apply.
- ☒ If the box to the left of this sentence is checked, this Agreement does not involve federal funding and the requirements of this **Section V.J.** do not apply.

1. DBE Program

CONSULTANT shall comply with the requirements of Title 49, Part 26, Code of Federal Regulations (49 CFR 26) and the City-adopted Disadvantaged Business Enterprise programs.

2. Cost Principles

Federal Acquisition Regulations in Title 48, CFR 31, shall be used to determine the allowable cost for individual items.

3. Covenant against Contingent Fees

The CONSULTANT warrants that he/she has not employed or retained any company or person, other than a bona fide employee working for the CONSULTANT, to solicit or secure this Agreement, and that he/she has not paid or agreed to pay any company or person, other than a bona fide employee, any fee, commission, percentage, brokerage fee, gift or any other consideration, contingent upon or resulting from the award or formation of this Agreement. For breach or violation of this warranty, the Local Agency shall have the right to annul this Agreement without liability or, at its discretion, to deduct from the agreement price or consideration, or

otherwise recover, the full amount of such fee, commission, percentage, brokerage fee, gift or contingent fee.

EXHIBIT “B”
SCOPE OF SERVICES

2. PROJECT UNDERSTANDING

Project Understanding

The City of Gilroy is building The Gilroy Ice Center within the City's Outdoor Sports Park located at 5925 Monterey Frontage Road. The 100,000 SF ice facility will house two NHL-size hockey rinks and a variety of supporting ancillary uses. Once complete, the City anticipates a significant increase in public use of the Outdoor Sports Park. Access to the Gilroy Ice Center and the Sports Park is from the Monterey Road & Monterey Frontage Road intersection. The scope of work for the project is to construct a new traffic signal and street improvements at that intersection and provide new street improvements (sidewalks, landscaping, curb and gutter, street lights, and signage along Monterey Frontage Road from the newly signalized intersection to the entrance of the Outdoor Sports Park.

Project Approach

Task 1 – Project Management and Project Meetings

RJA starts a project by conducting a kick-off meeting with key City staff. The purpose of the kick-off meeting is to fully understand the City's vision, requirements and preferences prior to starting any tasks and collecting the City staff input concerning existing deficiencies and goals for the future. Ongoing project management will be conducted throughout the life of the project which includes coordination, administrative reporting and activities, quality assurance and quality control. In addition to meetings with staff, the project team will attend two public meetings and provide two alternative landscape plans and monument sign plans for consideration. Presentation graphics will include perspective and plan views of the sign and landscape concept plans.

Task 2 – Preliminary Engineering

A very important component of our kick-off effort involves search and review of available documents and data and conducting a site visit. As part of the preliminary engineering task, preliminary overall roadway alignment and intersection geometrics will be prepared for the City to review and comment.

Task 3 – Environmental Compliance

The currently proposed roadway improvements and traffic signal were part of the original project description for the Gilroy Sports Park and the environmental impacts were addressed in the Gilroy Sports Park and Urban Service Area Amendment (USA 98-03) EIR, prepared in 1999 and certified by the City Council. Therefore, the mitigation measures in that EIR are applicable to the proposed roadway improvements and traffic signal. The project is not categorically exempt, and an initial study and mitigated negative declaration are not necessary. The 1999 EIR is the CEQA document for the project

The proposed tasks are as follows:

1. Review the preliminary project plans for the roadway improvements and traffic signal, when completed, to ensure the 1999 EIR adequately addressed the environmental impacts.

2. Write up the CEQA findings, including evidence, for staff to use in their staff report - when the project goes to the City Council for approval.
3. Prepare the mitigation monitoring and reporting plan, specifically for this project.

Task 4 – Surveys and Mapping

A record boundary survey, an aerial ortho photo will be provided, as well as a topography survey will be performed and a base map of the existing site conditions will be prepared.

Task 5 – Geotechnical Investigation Report

On-site drilling and laboratory testing is included under this task in order to prepare the geotechnical investigation report. Engineering analysis will include calculations and analysis for pavement section design, light standard foundations, and open cut underground utility construction. Backhoe test pits and infiltration testing will be performed where stormwater treatment improvements are proposed. The results of the field work and the engineering analyses results will be included in the report along with recommendations.

Task 6 – Utilities and Other Agency Coordination

In conjunction with Tasks 3, 4, and 5 mentioned above, begin coordinating with utility companies to obtain existing utilities information and begin preparation of preliminary stormwater management plan. Coordination efforts for electrical service will start here. Ongoing coordination with PG&E will continue throughout the project design phase. Coordination with other public agencies will continue for permitting purposes. This task includes time to prepare and submit permit applications. Potholing of existing facilities at potential project improvement conflict locations will be performed as part of the utility information gathering process.

Task 7 – Prepare 30% Submittal

Upon the City's selection of the preferred alternative, prepare the 30% design level plan set and cost estimate along with stormwater calculations, a table of contents list for the technical specifications, and a project schedule update. Plan set may include the following sheets.

- | | |
|---|------------------------------------|
| • Title Sheet | • Sections and Details |
| • Existing Conditions and Horizontal Control Plan | • Signing and Striping Plan |
| • Demolition Plan | • Electrical Plans |
| • Layout Plan | • Landscaping and Irrigation Plans |
| • Grading and Drainage Plan | • BMP |
| • Utilities Plan | • Erosion Control Plan |

Task 8 – Prepare 65% Submittal

Upon receiving the City's comments on the 30% submittal, prepare 65% construction documents, including draft plans, technical specifications and special provisions, and an engineer's probable construction cost estimate along with a response to 30% comments document, updated stormwater calculations, stormwater management plan, and project schedule update.

During the preparation of the 65% documents, prepare the SWPPP documents for the project. The SWPPP will be prepared in accordance with National Pollution Discharge Elimination

System (NPDES) General Permit requirements (Order No. 2009-2009 DWQ, NPDES No. CAS000002) and will be included as part of the 65% submittal package.

Task 9 – Prepare 100% Submittal

Upon receiving the City’s comments on the 65% submittal, prepare 100% construction documents, including plans, technical specifications and special provisions, and an engineer’s probable construction cost estimate along with updated SWPPP documents and stormwater calculations, a response to 65% comments document and project schedule update.

Task 10 – Prepare Bid Package

Upon receiving the City’s comments on the 100% submittal, prepare the final construction documents that will be ready for bidding purposes and provide a final project schedule update.

Task 11 – Provide Bid Support Services

Provide responses to RFIs and support the City’s coordination efforts during the bidding process.

Task 12 – Provide Construction Support Services

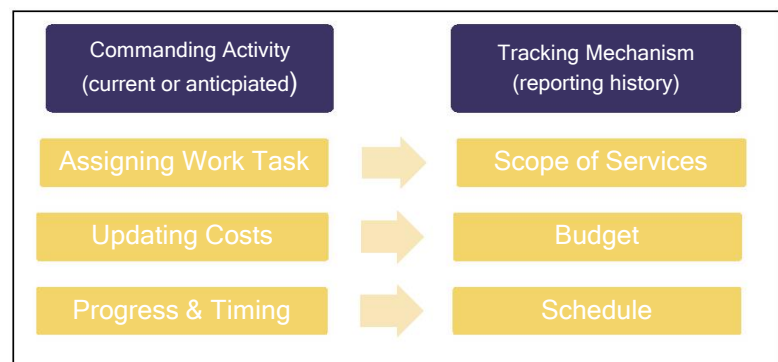
During construction of the project, support the City with any requested services as listed in the RFP.

Client Coordination

RJA believes the key to Client coordination is dialogue. Dialogue is not merely communication - it is two-way communication. Follow-up, gathering responses, confirming, and understanding are all critical components to our dialogue approach. We respect the need for input from multiple City departments and the differing perspectives held by them. For example: the perspective of maintenance personnel is one critical component in controlling the City’s long term costs. We also respect the fact that the City’s designated contact (City PM) must be our central point for communications. We will work as an extension of the City’s staff, with the City PM as our lead. In the end, our goal with City coordination is to avoid surprises, hear project related goals and concerns, facilitate working through the issues, and then deliver a successful project for the City of Gilroy.

Scheduling/Budget Control Tools

RJA’s key to success is our proactive approach. We believe true proactivity requires a perspective anchored in the present, with an eye to the future. In other words, “proactive” means we see it coming, and have time to correct or adjust. We clearly distinguish between “commanding the activity” and “tracking the activity”. This concept is tabularized as follows:



Merely tracking, without real-time command over the activity, is simply an exercise in historical data reporting, and does not achieve outcomes or influence the future. The act of commanding an activity in real time, anticipating the future hurdles, and then planning the response is the essence of the RJA proactive approach.

This proactive approach has proven itself in the consistent, timely completion and approval of our projects. The key is striking the balance of fulfilling requirement/processes without getting in the way of getting the project done. Local projects tend to be of short duration and on a tight budget. The Project Manager must have the skills to grasp real needs and issues quickly and document efficiently. Additionally, the Project Manager must anticipate costs before they are incurred, and personally stay attuned to all the activities as they are happening. RJA reviews project progress with each billing. We see the potential for “scope creep” or “schedule wandering” in time to work with staff and redirect or plan for it.

EXHIBIT “C”
MILESTONE SCHEDULE

3. PROJECT SCHEDULE

RJA has prepared an anticipated schedule for the proposed project included below.

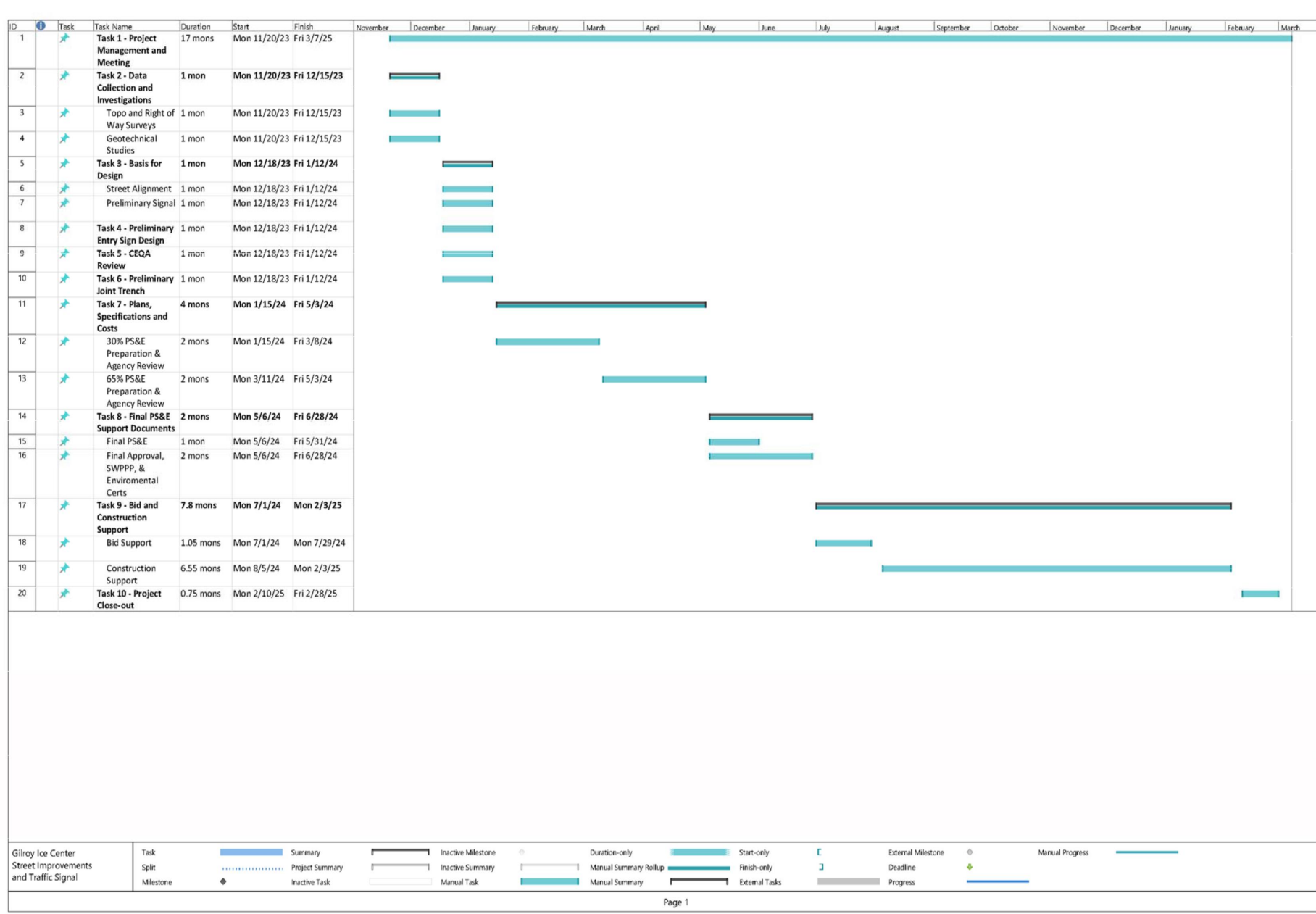


EXHIBIT “D”
PAYMENT SCHEDULE

FEES AND DIRECT EXPENSES
for
Gilroy Ice Center Street Improvements and Traffic Signal
23-RFP-PW-492
City of Gilroy, CA
REV 11/10/2023

Client shall compensate Consultant for the performance of the work previously described in PROPOSAL, SCOPE OF SERVICES, and for such extras and additions as follows:

SCOPE OF SERVICE ITEM	Team Member						Total Fee
	RJA	LT	NUVIS	SFB	GDS	EMC	
Task 1 Project Management and Public Meetings	\$12,000.00		\$5,000.00				\$17,000
Task 2 Data Collection							
Field Topo and R/W Surveying	\$20,000.00						\$20,000
Geotechnical Investigations				\$22,000.00			\$22,000
Task 3 Basis for Design							
Street Alignment	\$20,000.00						\$20,000
Prelim Signal design		\$9,300.00					\$9,300
Task 4 Prelim Entry Sign and Landscape			\$20,000.00				\$20,000
Task 5 CEQA review						\$5,000.00	\$5,000
Task 6 Prelim Joint Trench Design					Incl. Below		
Task 7 Potholing and Infiltration testing	\$25,000.00			\$5,500.00			\$30,500
Task 7 30%, 65% PS&E	\$35,000.00	\$21,300.00	\$22,500.00	\$3,000.00	\$18,000.00		\$99,800
Street Plans							
Signal Plans							
Technical Specs							
Opinion of Probable Cost							
Task 8 CD 100% PS&E and SWPPP	\$10,000.00	\$6,300.00		\$5,000.00			\$21,300
Task 9 Bid and Construction Assistance	\$8,000.00	\$9,200.00	\$12,800.00				\$30,000
Task 10 Project Closeout	\$5,000.00		\$1,100.00				\$6,100
Total Hours :	\$135,000.00	\$46,100.00	\$61,400.00	\$35,500.00	\$18,000.00	\$5,000.00	
90 REIMBURSABLES				Travel Expenses :		See Note 2	
				Direct Charges - Printing, Shipping, etc. :		See Note 2	
				Total Costs :		\$301,000	

NOTES:

1. This fee estimate is based on hourly rates effective until June 30, 2024.
2. Per Exhibit A Item IV of the Agreement for Services, approved direct expenses are in addition to the Total Costs shown hereon. Consultant shall obtain written approval from City prior to incurring or billing direct expenses.

RATE AND EXPENSE SCHEDULES

(Effective through June 30, 2024)

HOURLY RATE SCHEDULE FOR PROFESSIONAL SERVICES

Classification	Rate
Senior Project Manager.....	\$279.00
Project Manager.....	264.00
Senior: Engineer, Surveyor, Planner.....	251.00
Associate: Engineer, Surveyor, Planner.....	234.00
Engineer, Surveyor, Planner	217.00
Assistant: Engineer, Surveyor, Planner.....	188.00
Senior Designer/Technician.....	184.00
Technician.....	163.00
Assistant Technician	141.00
Project Coordinator.....	125.00
Administrative Assistant.....	107.00
Clerical	81.00
Field Survey Manager.....	232.00
1-Person Survey Crew	214.00
2-Person Survey Crew	328.00
3-Person Survey Crew	395.00
Principal.....	295.00
Deposition/Court Appearance.....	rates are available upon request

EXPENSE SCHEDULE

Bond Copy (24"x36")	\$1.50 each
Color/mylar plot (small, medium).....	\$10.00 each
Color/mylar plot (large)	\$50.00 each
Xerox copy.....	\$0.15 each
Color xerox copy (8½ x 11 or 11 x 17).....	\$0.50 each
Client-Requested Overtime.....	Hourly Rate plus 25%

All other expenses, including:	Actual Cost plus 15%
Delivery Service	Travel & Expenses
Outside Reproduction	Filing or Permit Fees
Mileage - Auto	Conference Call Expenses
Outside Consultants	

8.4. Award of Contract to Youth Alliance for the South County Restorative Justice Youth Diversion Program Coordinator Position and Approve a Contract Expenditure of \$300,744

1. Staff Report:
2. Public Comment
3. Possible Action:
 1. Award a contract to Youth Alliance in the amount of \$300,744 for the South County Restorative Justice Youth Diversion Program Coordinator Position; and
 2. Authorize the City Administrator to execute the contract and associated documents.



City of Gilroy

STAFF REPORT

Agenda Item Title: Award of Contract to Youth Alliance for the South County Restorative Justice Youth Diversion Program Coordinator Position and Approve a Contract Expenditure of \$300,744

Meeting Date: December 4, 2023
From: Jimmy Forbis, City Administrator
Department: Police
Submitted By: Pedro Espinoza, Police Chief
Prepared By: Patricia Vigil, Management Analyst

STRATEGIC PLAN GOALS

Ensure Neighborhood Equity from City Services

RECOMMENDATION

1. Award a contract to Youth Alliance in the amount of \$300,744 for the South County Restorative Justice Youth Diversion Program Coordinator Position; and
2. Authorize the City Administrator to execute the contract and associated documents.

EXECUTIVE SUMMARY

The City of Gilroy was awarded a Title II Grant from the Board of State and Community Corrections (BSCC) for \$1,049,952 from January 1, 2023, through December 31, 2025, at an allocation of \$349,984 per year.

The scope of work allows for a South County Restorative Justice Youth Diversion Program (SCRJYDP) Coordinator Position. The coordinator role will be dedicated to supporting the implementation of the Title II BSCC Grant to support delinquency prevention and juvenile justice system improvement. This is a full-time responsibility that encompasses approximately 40 hours per week. The anticipated agreement period is December 1, 2023 to December 31, 2025.

BACKGROUND

On September 11, 2023, Request for Proposals (RFP), 24-RFP-PD-490, was published on the City of Gilroy's website soliciting proposals from community-based organizations to provide professional consulting services for the coordinator position. A total of four proposals were received.

On November 6, 2023, a notice of intent to award the contract was published selecting Youth Alliance as the consultant. No protests were received by the November 14th, 2023 deadline, allowing staff to proceed with the next steps to request City Council award of the contract.

ANALYSIS

The Title II BSCC grant funds the SCRJYDP which provides an opportunity for youth who have engaged in harmful conduct to come together with impacted community members to collectively address the harmful incident as a community circle while supporting and respecting youth as valuable community members. Participation in the Diversion Program is an alternative to the traditional juvenile justice system path that follows when a youth receives a citation from a law enforcement agency.

The Diversion Program redirects youth away from formal involvement in the juvenile justice system and back into the community. The program provides youths and their loved ones/families with local support services they feel they need to grow and thrive, bring in and uplift the voice of victims and the community, help youth to account for their actions in a restorative manner, hold family structure and community accountable for their participation in supporting the youth, use family-friendly language in their native language, and promote public safety.

Through a collective process, South County Youth Task Force, a regional cross-system collaboration in South County, consisting of various community-based organizations, governmental entities, and law enforcement agencies, gathered information to shape what is the only restorative justice-based diversion program in Santa Clara County. The SCRJYDP is a highly specialized diversion program that is designed to have a non-governmental agency fulfilling the Diversion Program Coordinator position, which coordinates services to steer youth back into community, support youth, families, and victims with a wide menu of services, and ensure confidentiality of the youth across systems and cities.

The Diversion Program Coordinator will fulfill coordination and logistical roles of the RJYDP program to include overseeing, coordinating and supporting the youth referral process; oversee 50 or more youth referrals to the program; conduct youth referral entrance and exit surveys; coordinate and participate in monthly Restorative Justice Circles; coordinate RJYDP trainings for team members, volunteers, local schools, and program graduates; and coordinate with program evaluators to complete the grant's local evaluation plan, quarterly dashboards, and the final grant evaluation report.

The City of Gilroy does not perform this work in-house because this is a highly specialized position, requiring extensive training and experience on restorative justice principles and practices, grass-roots level community engagement, case management skills, and intervention and prevention evidence-based and evidence-promising practices. BSCC Title II funds expand and increase the Diversion Program's capacity to deliver services to eligible youth, families, and victims, increase community involvement in the program, and coordinate Restorative Justice trainings. To successfully accomplish this significant expansion, an outside agency is required to fill the responsibilities and tasks of the program expansion, evaluation, and continuation. Importantly, the state *requires* government agencies to pass through a minimum of 70% of grant funding to at least one non-governmental organization. The City of Gilroy staff does not have the capacity to fulfill the responsibilities of this program expansion and uniquely qualified Diversion Program Coordinator position while also administering and coordinating the roles and responsibilities of the fiscal and programmatic aspects of the larger South County Youth Task Force regional, cross-system collaboration.

Program partners include local community-based agencies, local school districts, local and county governments, and law-enforcement agencies. The Title II BSCC grant provides services to three local jurisdictions: Gilroy, San Martin and Morgan Hill. The SCRJYDP pursues three goals which the SCRJYDP Coordinator will help achieve:

Goal One: The Diversion Program is for youth who commit lower-level offense(s), there will be an increase in participation in the diversion program, thereby diverting these youth away from the juvenile justice system and into a restorative justice-based diversion program.

Goal Two: The Diversion Program will increase local support for youth, families, and victims that have been impacted by the alleged harm that led to the citation.

Goal Three: The Diversion Program will enhance and increase the understanding and use of the restorative justice model, use of restorative practices, and trauma-informed care throughout the South County community, schools, all South County Youth Task Force Community Based Organizations, and public safety agencies.

Evaluation of all the proposals consisted of a group of in-house staff and partner agencies that reviewed the proposals and assessed the vendor qualifications, experience, and strength of the proposer in terms of resources and the ability to perform the work. The RFP process identified Youth Alliance as the best consultant to fulfill the full-time coordinator role for the SCRJYDP. Youth Alliance was identified as having greater qualifications, adequate program understanding, and the most readily available resources in the form of trained personnel to carry out the work without delay or shortcomings.

ALTERNATIVES

Award of Contract to Youth Alliance for the South County Restorative Justice Youth Diversion Program Coordinator Position and Approve a Contract Expenditure of \$300,744

Council could reject the award of contract to Youth Alliance. Staff does not recommend this option as the other applicants did not have the personnel capacity to carry out the scope of work and were disqualified to continue in the process. Rejection of the award to Youth Alliance would mean the City will not abide by the Title II Board of State and Community Corrections grant to deliver services within the grant timeframe and the continuation of the program will be impacted and delayed if another RFP were published.

FISCAL IMPACT/FUNDING SOURCE

\$300,744 from the BSCC Grant (Special Revenue Fund 228). The South County Restorative Justice Youth Diversion Program Coordinator position is funded by the Title II Board of State and Community Corrections Grant with no impact to the General Fund.

Attachments:

1. Youth Alliance Service Agreement

AGREEMENT FOR SERVICES
(For contracts over \$5,000 - CONSULTANT)

This AGREEMENT made this 1st day of December, 2023, between:

CITY: City of Gilroy, having a principal place of business at
7351 Rosanna Street, Gilroy, California

and CONSULTANT: Youth Alliance, having a principal place of business at 7598 Monterey Hwy, Suite 150, Gilroy CA 95020 and MAILING/Communication address is: PO Box 1291 Hollister CA 95024.

ARTICLE 1. TERM OF AGREEMENT

This Agreement will become effective on December 1, 2023 and will continue in effect through December 31, 2025 unless terminated in accordance with the provisions of **Article 7** of this Agreement.

Any lapse in insurance coverage as required by Article 5, Section D of this Agreement shall terminate this Agreement regardless of any other provision stated herein.

20
Initial

ARTICLE 2. INDEPENDENT CONTRACTOR STATUS

It is the express intention of the parties that CONSULTANT is an independent contractor and not an employee, agent, joint venturer or partner of CITY. Nothing in this Agreement shall be interpreted or construed as creating or establishing the relationship of employer and employee between CITY and CONSULTANT or any employee or agent of CONSULTANT. Both parties acknowledge that CONSULTANT is not an employee for state or federal tax purposes. CONSULTANT shall not be entitled to any of the rights or benefits afforded to CITY'S employees, including, without limitation, disability or unemployment insurance, workers' compensation, medical insurance, sick leave, retirement benefits or any other employment benefits. CONSULTANT shall retain the right to perform services for others during the term of this Agreement.

ARTICLE 3. SERVICES TO BE PERFORMED BY CONSULTANT

A. Specific Services

CONSULTANT agrees to: Perform the services as outlined in **Exhibit "A"** ("Specific Provisions") and **Exhibit "B"** ("Scope of Services"), within the time periods described in **Exhibit "C"** ("Milestone Schedule").

B. Method of Performing Services

CONSULTANT shall determine the method, details and means of performing the above-described services. CITY shall have no right to, and shall not, control the manner or determine the method of accomplishing CONSULTANT'S services.

C. Employment of Assistants

CONSULTANT may, at the CONSULTANT'S own expense, employ such assistants as CONSULTANT deems necessary to perform the services required of CONSULTANT by this Agreement, subject to the prohibition against assignment and subcontracting contained in **Article 5** below. CITY may not control, direct, or supervise CONSULTANT'S assistants in the performance of those services. CONSULTANT assumes full and sole responsibility for the payment of all compensation and expenses of these assistants and for all state and federal income tax, unemployment insurance, Social Security, disability insurance and other applicable withholding.

D. Place of Work

CONSULTANT shall perform the services required by this Agreement at any place or location and at such times as CONSULTANT shall determine is necessary to properly and timely perform CONSULTANT'S services.

ARTICLE 4. COMPENSATION**A. Consideration**

In consideration for the services to be performed by CONSULTANT, CITY agrees to pay CONSULTANT the amounts set forth in **Exhibit "D"** ("Payment Schedule"). In no event however shall the total compensation paid to CONSULTANT exceed \$300,744.

B. Invoices

CONSULTANT shall submit invoices for all services rendered.

C. Payment

Payment shall be due according to the payment schedule set forth in **Exhibit "D"**. No payment will be made unless CONSULTANT has first provided City with a written receipt of invoice describing the work performed during the preceding period. If CITY objects to all or any portion of any invoice, CITY shall notify CONSULTANT of the objection within thirty (30) days from receipt of the invoice, give reasons for the objection, and pay that portion of the invoice not in dispute. It shall not constitute a default or breach of this Agreement for CITY not to pay any invoiced amounts to which it has objected until the objection has been resolved by mutual agreement of the parties.

D. Expenses

CONSULTANT shall be responsible for all costs and expenses incident to the performance of services for CITY, including but not limited to, all costs of equipment used or provided by CONSULTANT, all fees, fines, licenses, bonds or taxes required of or imposed against CONSULTANT and all other of CONSULTANT'S costs of doing business.

ARTICLE 5. OBLIGATIONS OF CONSULTANT**A. Tools and Instrumentalities**

CONSULTANT shall supply all tools and instrumentalities required to perform the services under this Agreement at its sole cost and expense. CONSULTANT is not required to purchase or rent any tools, equipment or services from CITY.

B. Workers' Compensation

CONSULTANT agrees to provide workers' compensation insurance for CONSULTANT'S employees and agents and agrees to hold harmless, defend with counsel acceptable to CITY and indemnify CITY, its officers, representatives, agents and employees from and against any and all claims, suits, damages, costs, fees, demands, causes of action, losses, liabilities and expenses, including without limitation reasonable attorneys' fees, arising out of any injury, disability, or death of any of CONSULTANT'S employees.

C. Indemnification of Liability, Duty to Defend

1. As to professional liability, to the fullest extent permitted by law, CONSULTANT shall defend, through counsel approved by CITY (which approval shall not be unreasonably withheld), indemnify and hold harmless CITY, its officers, representatives, agents and employees against any and all suits, damages, costs, fees, claims, demands, causes of action, losses, liabilities and expenses, including without limitation attorneys' fees, to the extent arising or resulting directly or indirectly from any willful or negligent acts, errors or omissions of CONSULTANT or CONSULTANT'S assistants, employees or agents, including all claims relating to the injury or death of any person or damage to any property.

2. As to other liability, to the fullest extent permitted by law, CONSULTANT shall defend, through counsel approved by CITY (which approval shall not be unreasonably withheld), indemnify and hold harmless CITY, its officers, representatives, agents and employees against any and all suits, damages, costs, fees, claims, demands, causes of action, losses, liabilities and expenses, including without limitation attorneys' fees, arising or resulting directly or indirectly from any act or omission of CONSULTANT or CONSULTANT'S assistants, employees or agents, including all claims relating to the injury or death of any person or damage to any property.

D. Insurance

In addition to any other obligations under this Agreement, CONSULTANT shall, at no cost to CITY, obtain and maintain throughout the term of this Agreement: (a) Commercial Liability

Insurance on a per occurrence basis, including coverage for owned and non-owned automobiles, with a minimum combined single limit coverage of \$1,000,000 per occurrence for all damages due to bodily injury, sickness or disease, or death to any person, and damage to property, including the loss of use thereof; and (b) Professional Liability Insurance (Errors & Omissions) with a minimum coverage of \$1,000,000 per occurrence or claim, and \$2,000,000 aggregate; provided however, Professional Liability Insurance written on a claims made basis must comply with the requirements set forth below. Professional Liability Insurance written on a claims made basis (including without limitation the initial policy obtained and all subsequent policies purchased as renewals or replacements) must show the retroactive date, and the retroactive date must be before the earlier of the effective date of the contract or the beginning of the contract work. Claims made Professional Liability Insurance must be maintained, and written evidence of insurance must be provided, for at least five (5) years after the completion of the contract work. If claims made coverage is canceled or non-renewed, and not replaced with another claims-made policy form with a retroactive date prior to the earlier of the effective date of the contract or the beginning of the contract work, CONSULTANT must purchase so called “extended reporting” or “tail” coverage for a minimum of five (5) years after completion of work, which must also show a retroactive date that is before the earlier of the effective date of the contract or the beginning of the contract work. As a condition precedent to CITY’S obligations under this Agreement, CONSULTANT shall furnish written evidence of such coverage (naming CITY, its officers and employees as additional insureds on the Comprehensive Liability insurance policy referred to in (a) immediately above via a specific endorsement) and requiring thirty (30) days written notice of policy lapse or cancellation, or of a material change in policy terms.

E. Assignment

Notwithstanding any other provision of this Agreement, neither this Agreement nor any duties or obligations of CONSULTANT under this Agreement may be assigned or subcontracted by CONSULTANT without the prior written consent of CITY, which CITY may withhold in its sole and absolute discretion.

F. State and Federal Taxes

As CONSULTANT is not CITY’S employee, CONSULTANT shall be responsible for paying all required state and federal taxes. Without limiting the foregoing, CONSULTANT acknowledges and agrees that:

- CITY will not withhold FICA (Social Security) from CONSULTANT’S payments;
- CITY will not make state or federal unemployment insurance contributions on CONSULTANT’S behalf;
- CITY will not withhold state or federal income tax from payment to CONSULTANT;
- CITY will not make disability insurance contributions on behalf of CONSULTANT;
- CITY will not obtain workers’ compensation insurance on behalf of CONSULTANT.

ARTICLE 6. OBLIGATIONS OF CITY

A. Cooperation of City

CITY agrees to respond to all reasonable requests of CONSULTANT and provide access, at reasonable times following receipt by CITY of reasonable notice, to all documents reasonably necessary to the performance of CONSULTANT'S duties under this Agreement.

B. Assignment

CITY may assign this Agreement or any duties or obligations thereunder to a successor governmental entity without the consent of CONSULTANT. Such assignment shall not release CONSULTANT from any of CONSULTANT'S duties or obligations under this Agreement.

ARTICLE 7. TERMINATION OF AGREEMENT

A. Sale of Consultant's Business/ Death of Consultant.

CONSULTANT shall notify CITY of the proposed sale of CONSULTANT's business no later than thirty (30) days prior to any such sale. CITY shall have the option of terminating this Agreement within thirty (30) days after receiving such notice of sale. Any such CITY termination pursuant to this **Article 7.A** shall be in writing and sent to the address for notices to CONSULTANT set forth in **Exhibit A, Subsection V.H.**, no later than thirty (30) days after CITY' receipt of such notice of sale.

If CONSULTANT is an individual, this Agreement shall be deemed automatically terminated upon death of CONSULTANT.

B. Termination by City for Default of Consultant

Should CONSULTANT default in the performance of this Agreement or materially breach any of its provisions, CITY, at CITY'S option, may terminate this Agreement by giving written notification to CONSULTANT. For the purposes of this section, material breach of this Agreement shall include, but not be limited to the following:

1. CONSULTANT'S failure to professionally and/or timely perform any of the services contemplated by this Agreement.
2. CONSULTANT'S breach of any of its representations, warranties or covenants contained in this Agreement.

CONSULTANT shall be entitled to payment only for work completed in accordance with the terms of this Agreement through the date of the termination notice, as reasonably determined by CITY, provided that such payment shall not exceed the amounts set forth in this Agreement for the tasks described on Exhibit C" which have been fully, competently and timely rendered by CONSULTANT. Notwithstanding the foregoing, if CITY terminates this Agreement due to CONSULTANT'S default in the performance of this Agreement or material breach by CONSULTANT of any of its provisions, then in addition to any other rights and remedies CITY

may have, CONSULTANT shall reimburse CITY, within ten (10) days after demand, for any and all costs and expenses incurred by CITY in order to complete the tasks constituting the scope of work as described in this Agreement, to the extent such costs and expenses exceed the amounts CITY would have been obligated to pay CONSULTANT for the performance of that task pursuant to this Agreement.

C. Termination for Failure to Make Agreed-Upon Payments

Should CITY fail to pay CONSULTANT all or any part of the compensation set forth in Article 4 of this Agreement on the date due, then if and only if such nonpayment constitutes a default under this Agreement, CONSULTANT, at the CONSULTANT'S option, may terminate this Agreement if such default is not remedied by CITY within thirty (30) days after demand for such payment is given by CONSULTANT to CITY.

D. Transition after Termination

Upon termination, CONSULTANT shall immediately stop work, unless cessation could potentially cause any damage or harm to person or property, in which case CONSULTANT shall cease such work as soon as it is safe to do so. CONSULTANT shall incur no further expenses in connection with this Agreement. CONSULTANT shall promptly deliver to CITY all work done toward completion of the services required hereunder, and shall act in such a manner as to facilitate any the assumption of CONSULTANT's duties by any new consultant hired by the CITY to complete such services.

ARTICLE 8. GENERAL PROVISIONS

A. Amendment & Modification

No amendments, modifications, alterations or changes to the terms of this Agreement shall be effective unless and until made in a writing signed by both parties hereto.

B. Americans with Disabilities Act of 1990

Throughout the term of this Agreement, the CONSULTANT shall comply fully with all applicable provisions of the Americans with Disabilities Act of 1990 ("the Act") in its current form and as it may be amended from time to time. CONSULTANT shall also require such compliance of all subcontractors performing work under this Agreement, subject to the prohibition against assignment and subcontracting contained in Article 5 above. The CONSULTANT shall defend with counsel acceptable to CITY, indemnify and hold harmless the CITY OF GILROY, its officers, employees, agents and representatives from and against all suits, claims, demands, damages, costs, causes of action, losses, liabilities, expenses and fees, including without limitation reasonable attorneys' fees, that may arise out of any violations of the Act by the CONSULTANT, its subcontractors, or the officers, employees, agents or representatives of either.

C. Attorneys' Fees

If any action at law or in equity, including an action for declaratory relief, is brought to enforce or interpret the provisions of this Agreement, the prevailing party will be entitled to reasonable

attorneys' fees, which may be set by the court in the same action or in a separate action brought for that purpose, in addition to any other relief to which that party may be entitled.

D. Captions

The captions and headings of the various sections, paragraphs and subparagraphs of the Agreement are for convenience only and shall not be considered nor referred to for resolving questions of interpretation.

E. Compliance with Laws

The CONSULTANT shall keep itself informed of all State and National laws and all municipal ordinances and regulations of the CITY which in any manner affect those engaged or employed in the work, or the materials used in the work, or which in any way affect the conduct of the work, and of all such orders and decrees of bodies or tribunals having any jurisdiction or authority over the same. Without limiting the foregoing, CONSULTANT agrees to observe the provisions of the Municipal Code of the CITY OF GILROY, obligating every contractor or subcontractor under a contract or subcontract to the CITY OF GILROY for public works or for goods or services to refrain from discriminatory employment or subcontracting practices on the basis of the race, color, sex, religious creed, national origin, ancestry of any employee, applicant for employment, or any potential subcontractor.

F. Conflict of Interest

CONSULTANT certifies that to the best of its knowledge, no CITY employee or officer of any public agency interested in this Agreement has any pecuniary interest in the business of CONSULTANT and that no person associated with CONSULTANT has any interest that would constitute a conflict of interest in any manner or degree as to the execution or performance of this Agreement.

G. Entire Agreement

This Agreement supersedes any and all prior agreements, whether oral or written, between the parties hereto with respect to the rendering of services by CONSULTANT for CITY and contains all the covenants and agreements between the parties with respect to the rendering of such services in any manner whatsoever. Each party to this Agreement acknowledges that no representations, inducements, promises or agreements, orally or otherwise, have been made by any party, or anyone acting on behalf of any party, which are not embodied herein, and that no other agreement, statement or promise not contained in this Agreement shall be valid or binding.

No other agreements or conversation with any officer, agent or employee of CITY prior to execution of this Agreement shall affect or modify any of the terms or obligations contained in any documents comprising this Agreement. Such other agreements or conversations shall be considered as unofficial information and in no way binding upon CITY.

H. Governing Law and Venue

This Agreement shall be governed by and construed in accordance with the laws of the State of California without regard to the conflict of laws provisions of any jurisdiction. The exclusive jurisdiction and venue with respect to any and all disputes arising hereunder shall be in state and federal courts located in Santa Clara County, California.

I. Notices

Any notice to be given hereunder by either party to the other may be effected either by personal delivery in writing or by mail, registered or certified, postage prepaid with return receipt requested. Mailed notices shall be addressed to the parties at the addresses appearing in **Exhibit "A", Section V.H.** but each party may change the address by written notice in accordance with this paragraph. Notices delivered personally will be deemed delivered as of actual receipt; mailed notices will be deemed delivered as of three (3) days after mailing.

J. Partial Invalidity

If any provision in this Agreement is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions will nevertheless continue in full force without being impaired or invalidated in any way.

K. Time of the Essence

All dates and times referred to in this Agreement are of the essence.

L. Waiver

CONSULTANT agrees that waiver by CITY of any one or more of the conditions of performance under this Agreement shall not be construed as waiver(s) of any other condition of performance under this Agreement.

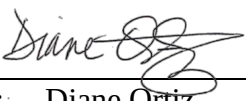
Executed at Gilroy, California, on the date and year first above written.

CONSULTANT:

CITY:

Youth Alliance

CITY OF GILROY

By: 

By: _____

Name: Diane Ortiz

Name: Jimmy Forbis

Title: CEO

Title: Administator, City of Gilroy

Social Security or Taxpayer

Identification Number 770377245

Approved as to Form

ATTEST:

City Attorney

City Clerk

EXHIBIT “A”

SPECIFIC PROVISIONS

I. PROJECT MANAGER

CONSULTANT shall provide the services indicated on the attached **Exhibit “B”**, Scope of Services (“Services”). (All exhibits referenced are incorporated herein by reference.) To accomplish that end, CONSULTANT agrees to assign Rene Casas, who will act in the capacity of Project Manager, and who will personally direct such Services.

Except as may be specified elsewhere in this Agreement, CONSULTANT shall furnish all technical and professional services including labor, material, equipment, transportation, supervision and expertise to perform all operations necessary and required to complete the Services in accordance with the terms of this Agreement.

II. NOTICE TO PROCEED/COMPLETION OF SERVICE

A. NOTICE TO PROCEED

CONSULTANT shall commence the Services upon delivery to CONSULTANT of a written “Notice to Proceed”, which Notice to Proceed shall be in the form of a written communication from designated City contact person(s). Notice to Proceed may be in the form of e-mail, fax or letter authorizing commencement of the Services. For purposes of this Agreement, Sandra Cruz, South County Youth Task Force Coordinator shall be the designated City contact person(s). Notice to Proceed shall be deemed to have been delivered upon actual receipt by CONSULTANT or if otherwise delivered as provided in the **Section V.H.** (“Notices”) of this **Exhibit “A”**.

B. COMPLETION OF SERVICES

When CITY determines that CONSULTANT has completed all of the Services in accordance with the terms of this Agreement, CITY shall give CONSULTANT written Notice of Final Acceptance, and CONSULTANT shall not incur any further costs hereunder. CONSULTANT may request this determination of completion when, in its opinion, it has completed all of the Services as required by the terms of this Agreement and, if so requested, CITY shall make this determination within two (2) weeks of such request, or if CITY determines that CONSULTANT has not completed all of such Services as required by this Agreement, CITY shall so inform CONSULTANT within this two (2) week period.

III. PROGRESS SCHEDULE

The schedule for performance and completion of the Services will be as set forth in the attached **Exhibit “C”**.

IV. PAYMENT OF FEES AND DIRECT EXPENSES

Payments shall be made to CONSULTANT as provided for in **Article 4** of this Agreement.

Copies of pertinent financial records, including invoices, will be included with the submission of billing(s) for all direct expenses.

V. OTHER PROVISIONS

A. STANDARD OF WORKMANSHIP

CONSULTANT represents and warrants that it has the qualifications, skills and licenses necessary to perform the Services, and its duties and obligations, expressed and implied, contained herein, and CITY expressly relies upon CONSULTANT'S representations and warranties regarding its skills, qualifications and licenses. CONSULTANT shall perform such Services and duties in conformance to and consistent with the standards generally recognized as being employed by professionals in the same discipline in the State of California.

Any plans, designs, specifications, estimates, calculations, reports and other documents furnished under this Agreement shall be of a quality acceptable to CITY. The minimum criteria for acceptance shall be a product of neat appearance, well-organized, technically and grammatically correct, checked and having the maker and checker identified. The minimum standard of appearance, organization and content of the drawings shall be that used by CITY for similar purposes.

B. RESPONSIBILITY OF CONSULTANT

CONSULTANT shall be responsible for the professional quality, technical accuracy, and the coordination of the Services furnished by it under this Agreement. CONSULTANT shall not be responsible for the accuracy of any project or technical information provided by the CITY. The CITY'S review, acceptance or payment for any of the Services shall not be construed to operate as a waiver of any rights under this Agreement or of any cause of action arising out of the performance of this Agreement, and CONSULTANT shall be and remain liable to CITY in accordance with applicable law for all damages to CITY caused by CONSULTANT'S negligent performance of any of the services furnished under this Agreement.

C. RIGHT OF CITY TO INSPECT RECORDS OF CONSULTANT

CITY, through its authorized employees, representatives or agents, shall have the right, at any and all reasonable times, to audit the books and records (including, but not limited to, invoices, vouchers, canceled checks, time cards, etc.) of CONSULTANT for the purpose of verifying any and all charges made by CONSULTANT in connection with this Agreement. CONSULTANT shall maintain for a minimum period of three (3) years (from the date of final payment to CONSULTANT), or for any longer period required by law, sufficient books and records in accordance with standard California accounting practices to establish the correctness of all charges submitted to CITY by CONSULTANT, all of which shall be made available to CITY at the CITY's offices within five (5) business days after CITY's request.

D. CONFIDENTIALITY OF MATERIAL

All ideas, memoranda, specifications, plans, manufacturing procedures, data (including, but not limited to, computer data and source code), drawings, descriptions, documents, discussions or

other information developed or received by or for CONSULTANT and all other written and oral information developed or received by or for CONSULTANT and all other written and oral information submitted to CONSULTANT in connection with the performance of this Agreement shall be held confidential by CONSULTANT and shall not, without the prior written consent of CITY, be used for any purposes other than the performance of the Services, nor be disclosed to an entity not connected with the performance of the such Services. Nothing furnished to CONSULTANT which is otherwise known to CONSULTANT or is or becomes generally known to the related industry (other than that which becomes generally known as the result of CONSULTANT'S disclosure thereof) shall be deemed confidential. CONSULTANT shall not use CITY'S name or insignia, or distribute publicity pertaining to the services rendered under this Agreement in any magazine, trade paper, newspaper or other medium without the express written consent of CITY.

E. NO PLEDGING OF CITY'S CREDIT.

Under no circumstances shall CONSULTANT have the authority or power to pledge the credit of CITY or incur any obligation in the name of CITY.

F. OWNERSHIP OF MATERIAL.

All material including, but not limited to, computer information, data and source code, sketches, tracings, drawings, plans, diagrams, quantities, estimates, specifications, proposals, tests, maps, calculations, photographs, reports and other material developed, collected, prepared (or caused to be prepared) under this Agreement shall be the property of CITY, but CONSULTANT may retain and use copies thereof subject to **Section V.D** of this **Exhibit "A"**.

CITY shall not be limited in any way in its use of said material at any time for any work, whether or not associated with the City project for which the Services are performed. However, CONSULTANT shall not be responsible for, and City shall indemnify CONSULTANT from, damages resulting from the use of said material for work other than PROJECT, including, but not limited to, the release of this material to third parties for work other than on PROJECT.

G. NO THIRD PARTY BENEFICIARY.

This Agreement shall not be construed or deemed to be an agreement for the benefit of any third party or parties, and no third party or parties shall have any claim or right of action hereunder for any cause whatsoever.

H. NOTICES.

Notices are to be sent as follows:

CITY:	<u>Sandra Cruz, SCYTF Coordinator</u> City of Gilroy 7351 Rosanna Street Gilroy, CA 95020
-------	--

CONSULTANT: Diane Ortiz, CEO
The Hollister Youth Alliance (DBA The Youth Alliance)
PO Box 1291
Hollister, CA 95024

I. FEDERAL FUNDING REQUIREMENTS.

- ☒ If the box to the left of this sentence is checked, this Agreement involves federal funding and the requirements of this **Section V.I.** apply.
- ☐ If the box to the left of this sentence is checked, this Agreement does not involve federal funding and the requirements of this **Section V.I.** do not apply.

1. DBE Program

CONSULTANT shall comply with the requirements of Title 49, Part 26, Code of Federal Regulations (49 CFR 26) and the City-adopted Disadvantaged Business Enterprise programs.

2. Cost Principles

Federal Acquisition Regulations in Title 48, CFR 31, shall be used to determine the allowable cost for individual items.

3. Covenant against Contingent Fees

The CONSULTANT warrants that he/she has not employed or retained any company or person, other than a bona fide employee working for the CONSULTANT, to solicit or secure this Agreement, and that he/she has not paid or agreed to pay any company or person, other than a bona fide employee, any fee, commission, percentage, brokerage fee, gift or any other consideration, contingent upon or resulting from the award or formation of this Agreement. For breach or violation of this warranty, the Local Agency shall have the right to annul this Agreement without liability or, at its discretion, to deduct from the agreement price or consideration, or otherwise recover, the full amount of such fee, commission, percentage, brokerage fee, gift or contingent fee.

EXHIBIT “B”**SCOPE OF SERVICES**

CONSULTANT Youth Alliance shall perform the following services and duties that pertain to the Diversion Program Coordinator (DPC) position for the Project II THRIVE (Transformation and Hope, Resiliency, Integrity, Voice & Engagement) South County Restorative Justice Youth Diversion Program (RJYDP), a programmatic initiative which aims to support youth and families through a restorative justice framework while improving public and youth safety by reducing youth-led citation and violence within South Santa Clara County. This is a full-time position under the State of California Title II Grant for three (3) calendar years beginning January 1, 2023 to December 31, 2025. This Full Time DPC position runs from December 1, 2023 to December 31, 2025. All invoices and services to be rendered by December 31, 2025.

PROGRAM REVIEW: The Project II THRIVE RJYDP provides an opportunity for South Santa Clara County youth who engage in alleged harmful or citable conduct to come together with impacted community members and collectively address the incident as a circle, while supporting and respecting youth as valuable community members. Completion of the voluntary program diverts youth away from the Juvenile Justice System by striving to decrease historical and systematic inequities and barriers by removing the citation. This program is also meant to provide local supports that youth and families feel they need to heal and thrive, while shifting the law enforcement and juvenile justice system away from first time citations of specific offenses.

Based on Restorative Justice (RJ) framework, RJYDP operates through a trauma-informed lens and seeks to address root causes of harmful behaviors through program milestones. Youth voice alongside local community will create solutions needed to cultivate positive opportunities and pathways. By way of the Title II grant funded, the pilot program will expand the number of youth/families served and expand referring agency capacity.

CONSULTANT Youth Alliance shall complete the following services:

1. WORK ACTIVITIES: As a full-time DPC, the CONSULTANT will fulfill all coordination and logistical roles of the RJYDP program, to include but not limited to:

- a. Overseeing, coordinating, and supporting youth referrals and referral processing from acceptance to program completion, and this includes preparing youth and their support systems for the Restorative Justice (RJ) Circle.
- b. Facilitating communication and troubleshooting conflicts with program members and agencies.
- c. Communicating regularly with all Program partners and ensuring timely delivery of information.
- d. Facilitating a monthly collaborative meeting with team members.
- e. Following the South County RJYDP Guide and practices developed and ensuring team members and program participants also follow practices to program model fidelity.

- f. Will oversee approximately 50+ new youth referrals annually along with maintaining and closing currently open cases.
- g. Offer on-going support to all youth referred and who want to participate in the diversion program and ensuring the referred agency is actively engaged with them. On-going support may also include supporting youth referrals with aftercare supports and services after program completion.
- h. Ensuring all youth who agree to participate in the program, complete an intake interview/assessment with a CBO within two weeks of the CBO receiving the referral.
- i. Connecting youth and family with a referral agency and assisting youth with completing their Restorative Agreement (RA) through check-ins (phone-calls, in-person visits (home or school or public place), referrals, or in any way that is appropriate for the specific youth.
- j. Conducting youth referral entrance and exit surveys.
- k. Preparing and ensuring all youth and their support systems who participate in a RJ Circle receive proper explanation, guidance and preparation so they feel safe for their circle.
- l. Preparing and ensuring all RJ Circle participants, including person(s) harmed and their support systems who participate in a Circle, receive proper explanation, guidance and preparation so they feel safe and prepared for their circle.
- m. Coordinating and participating (which may include facilitating as Circle Keeper) in one to four Restorative Justice Circles per month, ensuring the proper personnel to be present (i.e. Circle Keeper, family, youth supporters, community members, school personnel, etc.)
- n. Ensuring the Restorative Conferencing Circles adhere to restorative justice and restorative practices, for example, those practices outlined by International Institute for Restorative Practices.
- o. Making referrals to local agencies for evidence-based and pro-social programs based on assessment, intake interview and needs identified through the restorative circle and/or needs identified by DPC or RJYDP partners.
- p. Making referrals or linking to community, local, county or state assets and resources as needed.
- q. Overseeing, coordinating, and tracking the restitution process for youth where restitution is a part of a Restorative Agreement (which is created by a RJ Circle).
- r. Coordination of trainings for team members, volunteers, local schools, program graduates and anyone who participates or wants to participate in the RJYDP.
- s. Working with local cities and justice partners to ensure review of all citations to determine eligibility for referral to the Diversion Program.
- t. Attending necessary RJYDP and related meetings and activities as they arise, which may occur outside of traditional 8:00 a.m. to 5:00 p.m., Monday through Friday work hours.

u. Completing and submitting monthly service delivery calendars to help maximize collaborative efforts with all SCYTF and RJYDP partners, documenting services being offered.

v. Working with Program Evaluators, the City and the Data Collection Team to complete the grant's Local Evaluation Plan, quarterly dashboards and the Final Evaluation Report by December 31, 2025.

w. Attending trainings or presentations to stay current on Restorative Justice and Restorative Practices, trauma informed care, mandated reporting, and other trainings that fit within the scope, supports, and services of RJYDP.

x. Recruiting ongoing program volunteers, tracking fingerprinting clearance and onboarding volunteers. Creating and maintaining a data base of volunteers, potential volunteers and agencies that have been trained in various Restorative Justice frameworks.

y. Planning and coordinating a regional South County restorative justice symposium and inviting local and regional practitioners, interested community partners, including former graduates of RJYDP, to share stories and increase their understanding of Restorative practices and RJ practices.

z. Upon request by SCYTF, conducting outreach or engagement activities with youth and families for the Diversion Program in Morgan Hill, San Martin, and Gilroy as appropriate and/or available. Outreach or engagement activities is interpreted broadly and can include, but is not limited to, tabling at events, attending meetings, participating in pro-social activities; having conversations with youth, community members, volunteers, agencies and government entities, and others that seek to promote or encourage participation in the Diversion Program, and leading or engaging in any activity, in community or school, that seeks to promote, encourage participation and educate others in the Diversion Program.

aa. Participating in the monthly SCYTF Technical Team meetings and SCYTF Multi-Disciplinary Team (MDT) meetings.

2. DATA COLLECTION: The CONSULTANT will complete the following data-related services:

a. Maintain forms to help with data tracking, to include Excel Data Tracker or similar tracker, sign-in sheets to track participation, Units of Service Workbook and complete monthly and quarterly BSCC reporting templates (excel BSCC Program Activity Report (PAR) and word document BSCC Program Narrative Report) and any additional reporting necessary for program evaluation. Required reporting data and submit it to the City of Gilroy (City) by the 10th day of the following quarter of services.

b. The CONSULTANT will maintain a Performance Activity Report (PAR) to collect and track youth demographics and progress through the RJYDP with client demographic that BSCC requests, such as: first and last name initials; date of birth; age; start and end date for services given, gender (male/female/Agender/Bigender/Cisgender/Non-Binary); Offender Status (at-risk population- no prior offense; first-time offenders; repeat offenders; status offenders; violent offenders); other factors (mental health; pregnant; substance abuse; truant/dropout); project cost per youth; zip code of youth served, ethnicity of youth served, and hours of service per youth by

activity type, and the CONSULTANT will need to provide the following project youth demographics (using tracking tools and documentation provided by CITY).

c. The CONSULTANT will maintain Project Assessment data, within the Units of Service Workbook, to include: Number of project youth served; Number and percent of program youth who offend or reoffend; Number and percent of program youth completing program requirements; Number and percent of program youth exhibiting a desired change in targeted behaviors: substance abuse; school attendance; gangs; employment status; Number and percent of program youth charged with formal probation violations; Average length of time between intake and referral for program youth; Number and percent of program youth who are re-victimized or cited for similar offense and Number and percent of families/youth/victims/staff satisfied with the project.

d. CONSULTANT will complete a quarterly narrative (template provided by CITY).

3. PROJECT BOOKS AND RECORDS: The CONSULTANT shall establish an official file for the project. The file shall contain adequate documentation of all actions taken with respect to the project, including copies of this Agreement, approved program/budget modifications, financial records, programmatic information and required reports. These records shall be maintained for a minimum of three (3) years after the acceptance of the final grant project audit under the Grant Agreement and shall be subject to examination and/or audit by CITY, BSCC or designees, state government auditors or designees, or by federal government auditors or designees.

a. The CONSULTANT will maintain adequate fiscal and project books, records, documents, and other evidence pertinent to the work on the project in accordance with generally accepted accounting principles. Adequate supporting documentation shall be maintained in such detail so as to permit tracing transactions from the invoices and payments to the accounting records, to the supporting documentation.

b. The CONSULTANT shall establish separate accounting records and maintain documents and other evidence sufficient to properly reflect the amount, receipt, and disposition of all program funds, including grant funds and any matching funds by CONSULTANT. Source documentation to be kept and filed includes copies of all approved modifications, financial records, and progress reports.

c. Personnel and payroll records shall include the time and attendance reports for all individuals reimbursed under the Title II grant, whether they are employed full-time or part-time, and submitted along with Invoice and Reports to the City.

d. The CONSULTANT shall maintain documentation of donated goods and/or services, including the basis for valuation.

e. The CONSULTANT agrees to protect records adequately from fire or other damage. When records are stored away from the CONSULTANT's principal office, a written index of the location of records stored must be on hand and ready access must be assured.

f. Access to Books and Records: The CONSULTANT will make such books, records, supporting documentations, and other evidence available to the City and BSCC or designee, the State Controller's Office, the Department of General Services, the Department of Finance, California

State Auditor, and their designated representatives during the course of the project and for a minimum of three (3) years after acceptance of the final grant project audit. The Subcontractor shall provide suitable facilities for access, monitoring, inspection, and copying of books and records related to the grant-funded project.

g. All CONSULTANT records relevant to the program must be preserved a minimum of three (3) years after closeout of the grant project and shall be subject at all reasonable times to inspection, examination, monitoring, copying, excerpting, transcribing, and auditing by the BSCC or designees. If any litigation, claim, negotiation, audit, or other action involving the records has been started before the expiration of the three (3) year period, the records must be retained until the completion of the action and resolution of all issues which arise from it or until the end of the regular three (3) year period, whichever is later.

4. **AUDIT:** The CONSULTANT must be prepared to complete an annual audit by the BSCC for each fiscal year/audit period, or fraction thereof, for the entire three-year grant cycle.

a. CONSULTANT agrees that the CITY, the awarding department of BSCC, the Department of General Services, the Bureau of State Audits, or their designated representative shall have the right to review and to copy any records and supporting documentation pertaining to the performance of this Agreement. CONSULTANT agrees to maintain such records for possible audit for a minimum of three (3) years after final payment unless a longer period of records retention is stipulated. CONSULTANT agrees to allow the auditor(s) access to such records during normal business hours and to allow interviews of any employees who might reasonably have information related to such records. Further, CONSULTANT agrees to include a similar right of the State to audit records and interview staff in any subcontract related to performance of this Agreement. (Gov. Code §8546.7, Pub. Contract Code §10115 et seq., CCR Title 2, Section 1896).

5. **CONSULTANT'S GENERAL RESPONSIBILITY:** The CONSULTANT agrees to comply with all terms and conditions of this Service Agreement.

a. The CONSULTANT is responsible for the performance of all project activities identified in this Scope of Work.

b. The CONSULTANT shall immediately advise the City of any significant problems or changes that arise during the course of the project through the quarterly Narrative Report and via monthly check-in meetings.

6. **MODIFICATIONS:** No change or modification in the project will be permitted without prior written approval from the BSCC, and therefore the City. The City will request changes to BSCC and communicate to the CONSULTANT. Request for changes may include modification to project scope, changes to performance measures, compliance with collection of data elements, and other significant changes in the budget or program components contained in this Service Agreement which is based on the Application for Funding the City submitted to BSCC. Changes shall not be implemented by the project until authorized by the BSCC and the City will authorize the CONSULTANT when those changes can or cannot be implemented.

7. **REQUIREMENT TO REPORT POTENTIALLY DUPLICATIVE FUNDING:** If The CONSULTANT currently has other active awards of local or federal funds, or if the

CONSULTANT receives any other award of local or federal funds during the period of performance for this award, the CONSULTANT promptly must determine whether funds from any of those other local or federal awards have been, are being, or are to be used (in whole or in part) for one or more of the identical cost items for which funds are provided under this award. If so, the recipient must promptly notify the City in writing of the potential duplication, and, if so requested by the City, must seek a budget-modification or change-of-project-scope grant adjustment notice (GAN) to eliminate any inappropriate duplication of funding.

8. **TERMINATION FOR CAUSE:** The City may terminate the Service Agreement and be relieved of any payments should the CONSULTANT fail to perform the requirements of this Service Agreement at the time and in the manner herein provided. In the event of such termination the City may proceed with the work in any manner deemed proper by the City, as per notification by the State. All costs to the City shall be deducted from any sum due the Contractor under this Agreement and the balance, if any, shall be paid to the Contractor upon demand.

9. **NON-DISCRIMINATION CLAUSE:** During the performance of this Service Agreement, the CONSULTANT shall not deny the Agreement services and benefits to any person on the basis of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military and veteran status, nor shall they discriminate unlawfully against any employee or applicant for employment because of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military and veteran status. CONSULTANT shall ensure that the evaluation and treatment of employees and applicants for employment are free of such discrimination. CONSULTANT and subcontractors shall comply with the provisions of the Fair Employment and Housing Act (Gov. Code §12900 et seq.), the regulations promulgated thereunder (Cal. Code Regs., tit. 2, §11000 et seq.), the provisions of Article 9.5, Chapter 1, Part 1, Division 3, Title 2 of the Government Code (Gov. Code §§11135-11139.5), and the regulations or standards adopted by the awarding state agency to implement such article. CONSULTANT shall permit access by representatives of the Department of Fair Employment and Housing and the awarding state agency upon reasonable notice at any time during the normal business hours, but in no case less than 24 hours' notice, to such of its books, records, accounts, and all other sources of information and its facilities as said Department or Agency shall require ascertaining compliance with this clause. CONSULTANT shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other agreement. (See Cal. Code Regs., tit. 2, §11105.)

a. The CONSULTANT shall include the nondiscrimination and compliance provisions of this clause in all subcontracts to perform work under the Agreement.

9. **Transport of Youth:** Transportation can only occur after all necessary insurance(s) have been completed and insurances and waivers meet all necessary insurance guidelines. One-to-one driving is not allowed. The CONSULTANT and youth in transport must be of the same gender, or there may be another staff member in the car of the opposite gender. This may include City staff. A guardian/parental permission slip must be signed each time a youth enters the CONSULTANT's vehicle. If transportation occurs under life coaching/case management, all intake paperwork must

be up to date and the two-to-one ratio must be enforced. Contact of youth and transportation must follow County and City procedures.

EXHIBIT “C”**MILESTONE SCHEDULE****Management Plan**

CONSULTANT Youth Alliance will utilize 1 FTE to implement program services. Diversion Program Coordinator, Rodrigo Jimenez will have the following Job duties include: Oversight of program fidelity, referral process, partner with Community Based Organizations (CBOs) and Youth Support Specialists to ensure consistent practices, troubleshoot conflicts with participants, program team members, and community members, facilitate monthly collaborative meetings among Diversion Program Team members and other stakeholders, connect and facilitate communication among Diversion Program Team members, coordinate Restorative Justice Circles, tracks, collects and analyzes data, assists with coordinating trainings for the Diversion Program Team and volunteers, bilingual (English/Spanish). Full list of duties is listed in SCOPE OF SERVICES.

Job duties include but are not limited to: oversight of program fidelity, referral process, partner with Community Based Organizations (CBOs) and Youth Support Specialists to ensure consistent practices, troubleshoot conflicts with participants, program team members, and community members, facilitate monthly collaborative meetings among Diversion Program Team members and other stakeholders, connect and facilitate communication among Diversion Program Team members, coordinate Restorative Justice Circles, tracks, collects and analyzes data, assists with coordinating trainings for the Diversion Program Team and volunteers, bilingual (English/Spanish).

Diversion Program Coordinator Rodrigo Jimenez has over ten years of experience with the target population for this program and is trained and certified in Restorative Justice Peacemaking Circles (Restorative Justice Training Institute), Restorative Justice Harm Repair Circles (Restorative Justice Training Institute), The Council for Boys and Young Men (One Circle Foundation), and Mental Health First Aid (National Council for Mental Wellbeing). Rigo has worked in the South County communities for a dozen years and is extremely well-connected with most of the partners in this venture. He has an excellent rapport with youth educators and community leaders. His excellent communication and collaboration skills will help him work out creative and impactful ways to ensure this program is well understood and appreciated throughout the South County.

Deputy Director of Programs Rene Casas has over 20 years of experience working with disadvantaged and underserved youth, parents, and communities of color. Mr. Casas has worked tirelessly to address issues hindering the upward mobility of communities of color. Mr. Casas has learned restorative practices and techniques (Circles of Hope, Re-integration Circles, Community-Building Circles, Cultural Rites of Passage, and RJ in schools) from various sources but credits his personal growth, leadership development, and healing-informed practices to the teachings of La Cultura Cura (Culture Cures). Rene is also a co-founder and a previous board member of MILPA (Motivating Individual Leadership for Public Advancement), an organization authentically working with system-impacted individuals to address multiple inequities through system and policy change. In 2015, Rene was awarded the National Juvenile Justice Network

(NJN) Fellowship, where he spearheaded a community-level approach to youth justice policy and systems change addressing the school-to-prison pipeline. Since 2017, Rene has been part of the executive advisory board of the National Alianza for Youth Justice (NAYJ). Mr. Casas has also served as a commissioner for the Juvenile Justice Commission in Monterey County. Rene earned his Criminal Justice BA degree from California State University Chico and has recently received his Master of Social Work degree from California State University Monterey Bay. As a Social Work Intern with the Alianza, he helped lead a National qualitative research on how Latinx youth get tracked in the juvenile justice system along with a system impacted youth (The Latinx Data Gap).

Timeline of schedule events may include, but not limited to:

December 1-31, 2023

- On boarding meetings and trainings with City of Gilroy and Diversion partners
- Help overseeing youth referrals from the South County Law Enforcement Agencies, and linking them with Community Based Organization partners.
- Help coordinating RJ Circles if needed
- Help supporting youth in preparing for RJ Circles and in completing their Restorative Agreements
- Help facilitating monthly team meetings

January 1, 2024-December 31, 2024:

- Overseeing youth referrals from the South County Law Enforcement Agencies, and linking them with Community Based Organization partners.
- Coordinating 1 to 4 days of RJ Circles
- Supporting youth in preparing for RJ Circles and in completing their Restorative Agreements
- Facilitating monthly team meetings
- Administer, collect and track pre and post surveys
- Recruitment and retention of program volunteers
- Help lead and plan annual Restorative Justice Symposium
- Completing and submitting service delivery calendars to help maximize collaborative efforts with all South County agencies and RJYDP partners, documenting services being rendered at different time frames, location(s) and service day(s). Completion of the calendars will be submitted to the City by the 7th of each month (no need to resend if there are no new changes).
- Working with Program Evaluators and the City to collect data for Local Evaluation Plan

- Submitting quarterly state invoicing and reporting
 - Bi-annually presentations to Policy Team and Tech Team about the RJ Youth Diversion Program
- January 1, 2025-December 31, 2025:
- Overseeing youth referrals from the South County Law Enforcement Agencies, and linking them with Community Based Organization partners.
 - Coordinating 1 to 4 days of RJ Circles
 - Supporting youth in preparing for RJ Circles and in completing their Restorative Agreements
 - Facilitating monthly team meetings
 - Completing and submitting service delivery calendars to help maximize collaborative efforts with all South County agencies and RYDP partners, documenting services being rendered at different time frames, location(s) and service day(s). Completion of the calendars will be submitted to the City by the 7th of each month (no need to resend if there are no new changes).
 - Working with Program Evaluators and the City to collect data for Local Evaluation Plan
 - Submitting quarterly state invoicing and reporting
 - Bi-annually presentations to Policy Team and Tech Team about the RJ Youth Diversion Program
 - All Project service activity period ends December 31, 2025.
 - All invoicing needs to be submitted by December 31, 2025 for all services rendered.

EXHIBIT “D”**PAYMENT SCHEDULE**

A. Compensation to CONSULTANT Youth Alliance shall be contingent upon successful completion of the services outlined in EXHIBIT B, SCOPE OF SERVICES. A statement of all professional services outlined under this AGREEMENT shall be prepared by CONSULTANT Youth Alliance and submitted to the City of Gilroy on or before the 10th day of the month, following the billing month, following completion of each of the Services identified in EXHIBIT B. If the services have been completed to the satisfaction of the City of Gilroy, the CITY shall make payment to the CONSULTANT within forty-five (45) business days after receipt of the statement and approval thereof.

B. The maximum amount of compensation to be paid to CONSULTANT under this AGREEMENT shall not exceed \$300,744. CONSULTANT to successfully complete the project within the designated time period. Reimbursement will be based on work completed, per budget specifications.

C. Any hours worked for which payment would result in a total exceeding the maximum amount of compensation set forth herein shall be at no cost to CITY. All contract deliverables needed for payment are stated in Exhibit B and include the completion of a quarterly invoice, with relevant direct expenses back up, monthly narrative and statistical reporting to show measurement for successful targeted youth intervention, groups and pro-social activities in pre-designated areas.

Quarterly invoicing will include direct expenses for reimbursement, such as allowable overhead and supervision, direct expenses, i.e. cell phone and mileage reimbursement for positions, wages, and training. Any additional direct expenses will not be reimbursed by the CITY.

All supporting documentation must be submitted for Quarterly expenditures upon BSCC's and therefore, the City's request. All supporting documentation must be maintained by the grantee on site and be readily available for review during CITY and BSCC site visits.

Quarterly invoices and all back up documentation (RJ calendars, PAR report, staff timesheets, agency invoice, OUS workbook, and Narrative report/BSCC tracking and data collection documentation) will be submitted to the CITY by the 10th day of the next month, as follows or the Friday prior to if the 10th falls on a weekend:

Quarters	Invoice Deadline
December 1-31, 2023	January 10, 2023
January 1, 2024 to March 31, 2024	April 10, 2024
April 1, 2024 to June 30, 2024	July 10, 2024
July 1, 2024 to September 30, 2024	October 10, 2024
October 1, 2024 to December 31, 2024	January 10, 2025
January 1, 2025 to March 31, 2025	April 10, 2025

April 1, 2025 to June 30, 2025

July 10, 2025

July 1, 2025 to September 30, 2025

October 10, 2025

October 1, 2025 to December 31, 2025

January 15, 2026

Please allow up 45 business days between submittal of invoice and confirmed back up verification for the processing of payment. Back up includes but is not limited to any of the following: timecard for program coordinator, sign in sheets for services and programs sponsored by this agreement, fliers and brochures, pictures for program activities, meeting agendas and notes, and any other documentaiton related to the any of the diversion program activities. Invoices will be returned if necessary back up is not attached and timing of check processing will be paused.

D. BUDGET - Youth Alliance- South County Youth Task Force

Total Program Budget (December 1, 2023 through December 31, 2025) \$300,744:

-Personnel Costs Program Coordinator (Fulltime) \$ 187,733

-Payroll Taxes/Employee Benefits \$ 38,400

SUBTOTAL PERSONNEL COST: \$ 226,133

-Professional Fees – Mileage/Transportation-Training/Consultant, Rent,Communication
\$ 35,383

SUBTOTAL OPERATING EXPENSES: \$ 35,383

-Administrative Overhead \$ 39,228

SUBTOTAL INDIRECT COST: \$ 39,228

Account Code 2283000-51630

11.1.Introduction to Draft Downtown Parking Management Plan

1. Staff Report:
2. Public Comment
3. Possible Action:

Review the Draft Downtown Parking Management Plan, offer feedback, and instruct staff to present a revised plan to the Council, reflecting any modifications recommended by the Council.



City of Gilroy

STAFF REPORT

Agenda Item Title:	Introduction to Draft Downtown Parking Management Plan
Meeting Date:	December 4, 2023
From:	Jimmy Forbis, City Administrator
Department:	Public Works
Submitted By:	Karl Bjarke, Interim Public Works Director
Prepared By:	Karl Bjarke, Interim Public Works Director

STRATEGIC PLAN GOALS

Promote Economic Development Activities

RECOMMENDATION

Review the Draft Downtown Parking Management Plan, offer feedback, and instruct staff to present a revised plan to the Council, reflecting any modifications recommended by the Council.

EXECUTIVE SUMMARY

In September of 2022, the City hired the firm W-Trans to prepare the Downtown Parking Management Plan ("Plan"), a comprehensive study of the City's downtown parking inventory and use. The goal of the Plan is to quantify the existing parking conditions, evaluate demand vs. supply now and into the future, and provide strategies the City might employ to improve parking availability. The quantitative work and analysis have been completed, the findings have been prepared, and the Draft Plan is now ready for Council consideration. Both Community Development and Public Works staff have reviewed the report and provided input. Staff would like to share the Draft Plan with Council, seek any input prior to finalizing the Plan, and then return to Council at a later date with the final draft for acceptance.

BACKGROUND

The City's General Plan Mobility Element calls for finding creative solutions to manage the downtown parking supply and demand. The approved Capital Improvement

Program includes a project titled “Downtown Parking Management Plan” which calls for a study intended to help identify parking needs in the downtown with a budget of \$300,761. The City sought proposals from qualified firms, and on September 12, 2022, Council awarded a contract to W-Trans to prepare the Downtown Parking Management Plan. The scope of that effort includes the following: Conduct thorough counts of available parking spaces both on-street and in parking lots, conduct counts of parking spaces utilized at different times, identify peak usage times, incorporate community engagement, prepare current and future parking demand analysis, and develop parking management strategies.

ANALYSIS

The Downtown Parking Management Plan represents the City's efforts to address the current and future parking challenges in the downtown area. The study documents the existing parking conditions, including an inventory of parking supply and demand through a parking occupancy and turnover study at on- and off-street parking facilities. Based on the findings from the occupancy and turnover study, economic analysis, and public outreach efforts, the Plan includes a set of recommendations designed to improve parking availability and address future changes in parking supply and demand.

ALTERNATIVES

The Downtown Parking Management Plan is now nearly complete and in a draft form ready for City Council consideration. The Council could table the study for a future time.

FISCAL IMPACT/FUNDING SOURCE

This action has no fiscal impact. Council will be hearing a presentation on the draft report.

PUBLIC OUTREACH

To prepare the Downtown Parking Management Plan the consultant sought public input in a variety of ways which are identified in Appendix B of the Plan.

NEXT STEPS

Provide input to the staff and the consultant and direct staff to return at a later date to accept the final draft of the Plan.

Attachments:

1. Draft Report Downtown Parking Management Plan



Draft Report

Downtown Parking Management Plan

Prepared for the
City of Gilroy

September 11, 2023



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- A. Parking Data
- B. Outreach Report
- C. Sample ALPR Policy

DRAFT

Executive Summary

Overview

Gilroy is a regional destination drawing visitors from the Bay Area to the Central Valley, with its downtown being one of the main attractions. Today, it is comprised of a mixture of land uses that includes small-scale retail and commercial, single-family homes, multi-family apartments, and various cultural and entertainment destinations. Downtown's major attractions include Old City Hall and Gilroy Arts Alliance Center for the Arts, as well as restaurants, bars, and shopping.

As downtown Gilroy has grown as a destination, parking demand has also increased, causing some areas to exceed their parking capacity at peak hours, which concerns both residents and business owners. During and after the pandemic business owners saw their sales and visitors decrease and growth in the downtown slow down. One of the potential reasons identified for this decline was a lack of safe, nearby parking. To support the continued vitality and livability of downtown Gilroy, effective management of both the on- and off-street parking supplies is recommended.

This Parking Management Plan represents the City's efforts to address the current and future parking challenges downtown. The study documents the existing parking conditions in downtown Gilroy, including an inventory of parking supply and demand through a parking occupancy and turnover study at on- and off-street parking facilities. The results of this parking survey provide data to support analysis of actual parking patterns, as opposed to commonly accepted perceptions about parking, and to establish key parking trends occurring throughout downtown Gilroy. An analysis of downtown retail sales and their relation to parking availability was also conducted to better inform recommended strategies.

Based on key findings from the parking occupancy and turnover study, economic analysis, and public outreach efforts, the plan includes a proposed set of recommendations designed to improve parking availability in downtown Gilroy and address future changes in parking supply and demand. These recommendations were developed based on input from City staff and members of the public, including residents, visitors, business owners, and employees in downtown. The recommendations from this plan are intended to proactively address existing and future parking challenges in a way that supports the continued success of downtown Gilroy as a destination and place to live.

Challenges Addressed in The Study

Key Parking Challenge Facing Downtown

The primary parking issue facing downtown Gilroy is that some blocks are more heavily utilized, particularly in the Core Downtown area, although there are more than enough parking spaces currently to satisfy current parking demand for the downtown as a whole, and on most blocks individually. The areas of high demand contribute to the perception that there is an insufficient number of parking spaces when the problem is actually related to the management and enforcement of parking.

Causes of Parking Challenge

Based on a review of the occupancy and turnover data as well as outreach events conducted specifically for this project, there are several potential causes for the concentrated parking demand:

1. **Insufficient information.** Public feedback indicated that some visitors are only aware of publicly available parking along Monterey Street with other public parking spaces, particularly those located one block away on Egleberry Street, being relatively unknown. This lack of wayfinding for visitors concentrates parking

demand along Monterey Street and leaves some public parking lots and on-street parking less occupied and under-utilized.

2. **Reserved private parking.** Private parking comprises almost 1,300 downtown spaces with those stalls being almost entirely reserved for motorists accessing those particular businesses. Reserved parking is less efficient in accommodating parking demand (as only certain motorists may park there) and as such, surveys showed that only one-third of all private spaces were occupied during the peak hour of occupancy.
3. **Safety.** Based on feedback received from public outreach events, people are not willing to park more than one or two blocks from their destination because they do not feel safe in downtown Gilroy. Participants cited being worried about their vehicle being broken into or being accosted between their vehicle and their destination, especially at night.

Existing Conditions

Study Area

The study area for the parking study is defined as First Street to Tenth Street and from Railroad Street to Egleberry Street. The alley on the east side of Railroad Street serves as the primary boundary on the east side of Downtown, and the alley between Egleberry Street and Church Street as the primary boundary on the west (extending westward to Dowdy Street in the area between Sixth Street and Seventh Street, to include the Civic Center area).

The study area was divided into four zones for analysis based on the land use and parking characteristics of the areas. The zones are defined as the following:

- Upper Downtown: First Street to Fourth Street and Egleberry Street to Miller Slough
- Core Downtown: Fourth Street to Seventh Street and Egleberry Street to Railroad Street
- Lower Downtown: Seventh Street to Tenth Street, and from Egleberry Street to the railroad tracks
- Civic Center: Sixth Street to Seventh Street from Dowdy Street to Egleberry Street.

The assessment of parking within the study area includes public on-street and off-street spaces as well as private off-street parking, which comprises a substantial portion of the overall supply.

Parking Supply

The parking supply was determined by counting all on- and off-street parking spaces, public and private, in the study area that could be accessed by surveyors. In total, there are 3,230 parking spaces, including 1,199 on-street spaces, 738 public off-street parking spaces, and 1,293 off-street private parking spaces. Of the 1,937 public spaces, 1,566 of those (roughly 81 percent), are unregulated, meaning there are no time limits or other restrictions on their use.

Parking Occupancy and Turnover

Overall, parking in downtown Gilroy experiences relatively low occupancy, with a peak occupancy of 43 percent during the Thursday peak hour from 10:00 a.m. to 11:00 a.m. Some areas, such as certain on-street parking spaces along Monterey Street in the Core Downtown area, do reach or exceed their effective parking capacity during the peak hour. Table 1 shows the number of occupied spaces for each zone.

Table 1 – Peak Occupancy by Zone, Thursday 10 a.m.

Location	Inventory	Occupied Spaces	Percent Occupied
Upper Downtown	805	315	39.1%
Core Downtown	995	543	54.6%
Lower Downtown	997	369	37.0%
Civic Center	433	171	39.5%
Total	3,230	1,398	43.3%

The parking occupancy rate for disabled spaces peaked at 30 percent, with both on- and off-street spaces having similar rates of use, suggesting there is currently not a high demand for disabled spaces across the downtown.

Parking duration data revealed that on typical non-event days, 55 to 57 percent of vehicles parked for two or fewer hours and vehicles on residential streets often parked all day. In the Core Downtown, where most spaces have posted time limits, roughly 80 percent of vehicles parked for two or fewer hours, ten percent between two and three hours, and the remaining ten percent of drivers were parked from three to twelve hours. This indicates that while most motorists comply with time limits, there are some drivers (possibly employees) who are parking for extended periods of time directly in front of stores due to a lack of enforcement.

Future Parking Demand

This report provides an analysis of the total future parking demand in downtown Gilroy. The future downtown parking demand was determined using the existing parking demand and the expected increase in residential and commercial spaces from the City of Gilroy 2040 General Plan. Based on the General Plan's full 20-year growth projection and the Urban Land Institute's *Shared Parking* manual parking demand rates, the future parking demand was determined to exceed the existing parking supply, even with the addition of the planned new parking lot at the intersection of Seventh Street/Eigleberry Street. This excess demand can be met with either more parking spaces or with better management of existing and future parking demand. Table 2 shows the projected future parking.

Table 2 – Projected Parking Estimate

Current Effective Parking Supply Available at Peak Hour	1,510
New Effective Parking Supply of Public Parking Lot at Seventh Street & Eigleberry Street	126
<i>Effective Parking Supply Subtotal</i>	<i>1,636</i>
Total Projected New Demand	-1,885
Deficit	-249

Parking Management Plan Strategies

Included in the Parking Management Plan are a diverse range of strategies to better manage demand, increase the publicly accessible parking supply, and finance components of the implementation of the parking program. These strategies were discussed with members of the public and business community during workshops as well as through online polls on the project website.

The recommended strategies are divided into two phases. The first phase represents the measures that are generally the easiest and least expensive to employ and are recommended for immediate implementation to improve parking availability downtown. If those measures do not achieve the desired parking environment, the City should then consider implementing the Phase 2 strategies and determine their feasibility given the current

context of Gilroy. Phase 3 should only be used if strategies from both Phase 1 and Phase 2 do not work, based on the cost and time needed to implement them. This phased approach is recommended as a gradual process to increase parking management downtown, but various strategies can be implemented on a different timeline based on the City's assessment of its needs. The first phase of strategies is summarized below with a more detailed explanation of all strategies included in the report.

Immediate Action Strategies

Strategy 1 Parking Wayfinding

Setting up high-visibility signage in highly trafficked areas can redirect traffic to underused off-street parking, which in turn would relieve pressure on prime on-street parking in the Core Downtown area. If public-private shared parking agreements are established, they should include appropriate signage notifying motorists of the hours of availability. Pedestrian signage can also be set up to direct pedestrians to and from parking areas and nearby destinations, which may encourage motorists to park farther away and spread-out parking demand. Although a range of signage can be used, from basic metal or plastic signs to dynamic electric signage that tracks the number of available spaces in a given area, it is recommended that simple, less-expensive static signage be used initially to improve wayfinding.

Strategy 2 VTA Parking Lot

The Santa Clara Valley Transportation Authority (VTA) parking lot is a large resource, but is currently only available to Caltrain and VTA bus riders. The parking lot has historically been under-utilized with a peak 63 percent occupancy prior to the pandemic and a current peak occupancy rate of 28 percent. The City may be able to negotiate with VTA to use some of the currently 335 available parking spaces for special events, employee parking, or opening some sections to the public. The VTA is planning to redevelop the lot at some point in the future. The City may be able to negotiate with the VTA at that point to require that at least a portion of newly constructed parking be shared with the public (per Assembly Bill 2097).

Strategy 3 Shared Parking Agreements

Currently, some on- and off-street parking in the Core Downtown is nearing or at capacity during both the Thursday and Saturday peak hours. When high occupancy like this occurs, opportunities to use all parking resources (private and public) to increase parking supply should be considered. Since some businesses in Downtown Gilroy do not operate during the evening or on weekends when parking demand is at its highest, this presents an opportunity to "share" parking resources.

Shared parking is one of the most effective tools in parking management. Since many different land uses (a bank and a bar or restaurant, for example) have different periods of parking demand, they can easily share a common parking facility, thereby limiting the need to provide additional parking. Shared parking policies do not treat the parking supply as individual units specific to particular businesses or uses, but rather emphasize the efficient use of the parking supply by including as many spaces as possible in a common pool of shared, publicly available spaces.

Shared parking agreements are arrangements between the City and private parking lot owners that provide for privately-owned off-street parking to be available to the general public during specified periods of time, usually when the parking lot is in low demand for its associated tenants. The agreement with the parking lot owner would stipulate the times during which public users may park in the lot and terms for compensation and operation. Compensation for the use of private lots may be made in the form of lease agreements that also outline specific provisions related to maintenance, operations, security, and liability. Signage would also be provided to clearly indicate the times when the lots are available to the general public. There are 19 lots identified in this report comprising 423 spaces that represent possible shared parking sites.

Strategy 4 Mobility information

Providing people with information on the different mobility options (e.g., via the City website) may encourage some visitors or employees not to drive downtown or park in less congested areas. Listing available or underused

lots may also be highlighted to motivate motorists to relieve parking pressure on currently heavily-utilized lots. This measure is similar to wayfinding but is intended to provide this information before visitors leave their homes.

Strategy 5 On-Street Time Restrictions

Currently, there are some on-street spaces with time restrictions, mostly along Monterey Street, with parking limited to two hours from 9:00 a.m. to 6:00 p.m. The purpose of these time restrictions is to encourage vehicle turnover in high-demand spaces near businesses. Most motorists comply with the existing time limits so there is no need to change their length. These time limits should be extended along more of Monterey Street to discourage long-term parking in high-demand locations. Two-hour time limits should be retained along Monterey Street from Fourth Street to Seventh Street and four-hour time limits should be introduced from First Street to Fourth Street and Seventh Street to Tenth Street along Monterey Street; business owners may request different time restrictions in special circumstances. Adding more time restrictions has a relatively low cost, though there may be mixed compliance unless more parking enforcement (at a higher cost) is introduced.

Strategy 6 Parklet Design Standards

A parklet is a platform built from the sidewalk onto one or more parking spaces to create additional space for the general public or for a business to increase usable square footage and revenue, such as a restaurant or café adding more outdoor dining. Many cities have developed their own standards for parklets that range from listing safety requirements and fees for using the space to regulating their design, size, location, and access. Parklet design standards should be developed to make sure the parklets are safe, aesthetically pleasing, and do not hamper emergency services.

Strategy 7 Leasing Parking Spaces

Currently, certain large vehicles such as food trucks, occasionally use unrestricted on-street or public parking spaces. With more on-street time restrictions on Monterey Street, existing public parking spaces can be leased out to better manage their usage and to raise funds for other parking or downtown initiatives. Requirements such as cleanliness, hours of operation, and safety provisions can be put in place and food trucks can be required to change locations if there are complaints from nearby businesses. Special permits or leases can be made for events.

Existing Conditions

Overview of Study Area

Downtown Gilroy is located west of US 101 in Santa Clara County. The downtown area was the site of the City's 1870 founding and served as an early stage and postal station. Today, it is comprised of a mixture of land uses that includes small-scale retail and commercial, single-family homes, multi-family apartments, and various cultural and entertainment destinations. Monterey Street is the main commercial road, with the center of the downtown being the main area of retail activity. Downtown's major attractions include Old City Hall and Gilroy Arts Alliance Center for the Arts, as well as restaurants, bars, and shopping.

The study area for the parking study is defined as First Street to Tenth Street and from Railroad Street to Egleberry Street. The alley on the east side of Railroad Street serves as the primary boundary on the east side of Downtown and the alley between Egleberry Street and Church Street as the primary boundary on the west (extending westward to Dowdy Street in the area between Sixth Street and Seventh Street, to include the Civic Center area).

The study area was subdivided into four zones for analysis based on the land use and parking characteristics of the areas. They are defined as the following:

- Upper Downtown: First Street to Fourth Street and Egleberry Street to Miller Slough
- Core Downtown: Fourth Street to Seventh Street and Egleberry Street to Railroad Street
- Lower Downtown: Seventh Street to Tenth Street, and from Egleberry Street to the railroad tracks
- Civic Center: Sixth Street to Seventh Street from Dowdy Street to Egleberry Street.

The assessment of parking within the study area includes public on-street and off-street spaces as well as private off-street parking, which comprises a substantial portion of the overall supply. Plate 1 shows the study area and its four zones.

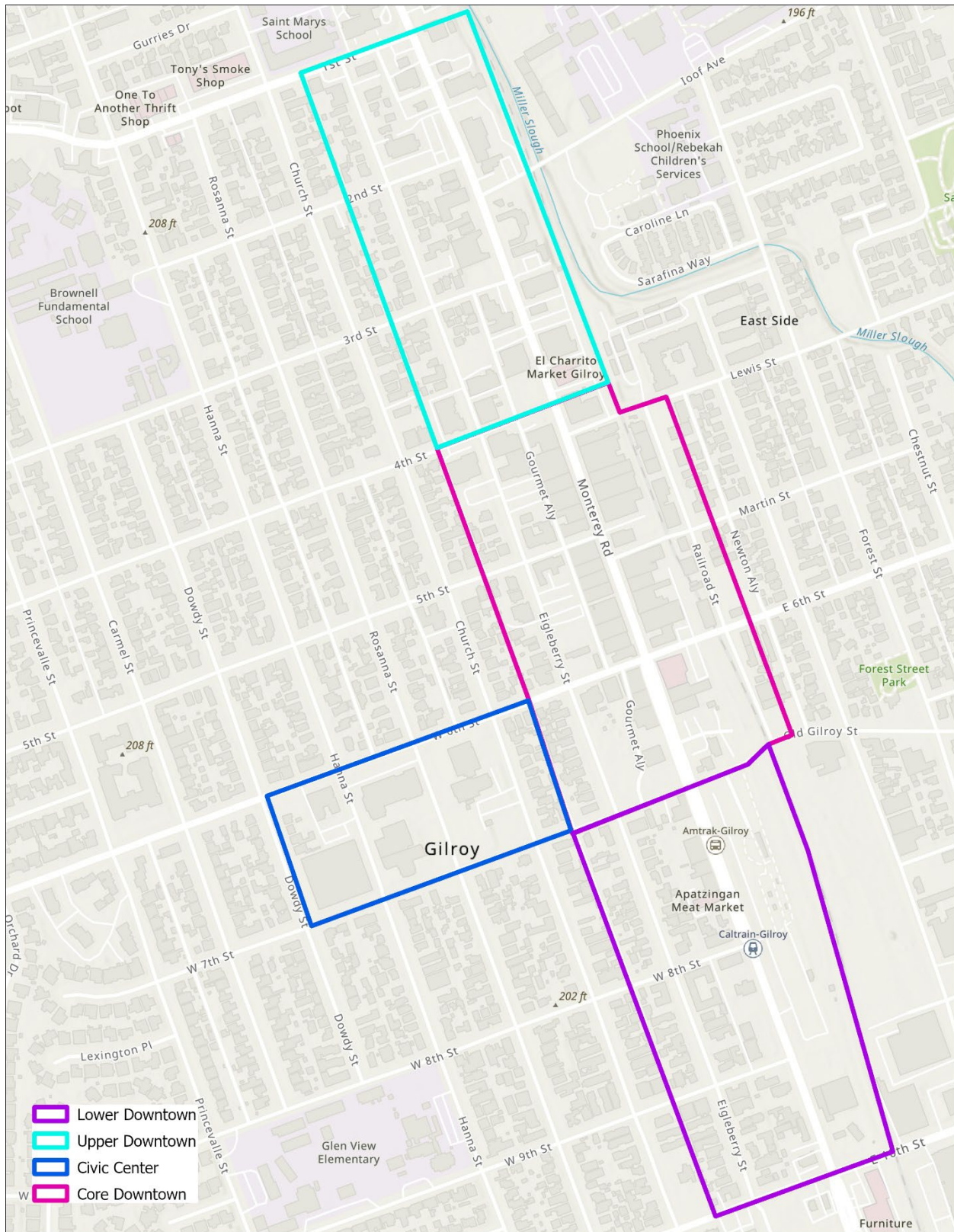


Plate 1 Downtown Study Area

Planning Context

There have been various planning efforts in the past 20 years that shaped the current management of parking in downtown Gilroy. These efforts began with the *Downtown Specific Plan* in 2005 (and its accompanying parking study) and was followed by an updated parking management report in 2008 as well as a 2018 parking study by the Gilroy Downtown Business Association (GDBA), reporting on local business needs in the core downtown and projected parking needs based on similar cities. In 2020, the City adopted its updated *2040 General Plan* that included several policies related to parking in its Mobility Element. These documents are described below.

2005 Downtown Specific Plan Parking Study and 2008 Update

The 2005 *Downtown Specific Plan Parking Study* presented the results of an analysis of existing and projected parking demand in downtown Gilroy given the anticipated growth of the City. The study showed that, while parking resources were not fully utilized, future growth in land uses could result in demand exceeding supply. The update of the study conducted in 2008 determined that 500 to 750 new parking spaces would be needed to meet future demand based on the Downtown Specific Plan. The study concluded that this demand could be met by providing extra parking or by better managing the existing parking supply with parking time limits, enforcement of those limits, allowing shared parking between land uses, increasing use of existing parking spaces by improving pedestrian facilities to those lots, and reducing demand by improving other modes such as walking, biking, and transit.

2018 Parking in Downtown Gilroy by GDBA

Based on a qualitative analysis of business needs the 2018 *Parking in Downtown Gilroy* by the Gilroy Downtown Business Association determined that the core of downtown Gilroy should provide 850 to 1200 parking spaces in five years. This determination was based on high occupancy found in previous parking studies and surveys of businesses in the core downtown area.

2040 General Plan Mobility Element

The City's *General Plan* Mobility Element, adopted in 2020, contains several provisions pertaining to the City's vision regarding parking management and policy. The key mobility policies are included below.

- **M 5.11 Parking.** Maintain and implement a comprehensive on- and off-street parking system that serves the needs of residents and businesses while supporting the use of alternative transportation.
- **M 5.12 Minimum Parking Standards.** Consider eliminating or reducing minimum parking standards for private vehicles in transit-oriented developments, mixed-use developments and developments in high density areas over time, while increasing parking for shared vehicles, alternative energy vehicles, bicycles, and other alternative modes of transportation.
- **M 5.13 On-Street Parking.** If all other appropriate street modifications are determined to be infeasible, consider removing or restricting existing on-street parking in areas of critical width in order to facilitate traffic flow and accommodate bicycle lanes.
- **M 5.14 Downtown Parking.** Seek creative solutions to manage the downtown parking supply and demand, recognizing that a combination of public and private efforts is needed to balance the supply and demand.
- **M 1.12 Transportation Demand Management.** Encourage existing and proposed development to incorporate TDM measures such as car-sharing, transit passes, and unbundling of parking (requiring separate purchase or lease of a parking space) where such measures will result in a reduction in vehicle miles travelled, reduction of required amount of parking or an increase in the use of alternate transportation modes.
- **M 3.9 Bicycle Parking.** Require adequate short- and long-term bicycle parking for all land uses except for single-family residential uses.

Parking Policy Review

Minimum Parking Requirements

Downtown Gilroy has adopted varying minimum parking requirements for different parts of downtown. Table 3 describes the minimum requirements as presented in the *Downtown Specific Plan*.

Table 3– Downtown Parking Minimums

Land Use Type	District Parking Requirements ¹				
	Historic	Expansion	Civic/Cultural	Transition	Cannery
Retail/Entertainment	1 space/500 sf			N/A	
Restaurant	1 space/6 seats; 1 space/4 shift employees		N/A		
Office	1 space/400 sf		1 space/450 sf	N/A	1 space/400 sf
Professional Office	N/A			1 space/400 sf	N/A
Lodging	N/A	1 space/room; 1 space/2 shift employees	N/A	1 space/room; 1 space/2 shift employees	N/A
Service Commercial	N/A	1 space/500 sf	N/A	1 space/500 sf	
Civic	N/A		3 spaces/1000 sf	N/A	
Cultural	N/A		1 space/500 sf	N/A	
Light Assembly	N/A				1 space/1000 sf
Research & Assembly	N/A				1 space/1000 sf
Residential < 800 sf	1 space/unit; 1 guest space/6 units				
Residential > 800 sf	1.5 spaces/unit; 1 guest space/4 units				

Notes: sf = square foot; ¹ Unspecified commercial use, 1 space/250 sf;

Parking Time Limits

To manage parking demand, the City of Gilroy has set time limits for on-street parking; this primarily consists of loading zones, 15-minute parking, and two-hour parking areas. These time limits are not currently enforced.

Shared Parking

City Code Section 30.31.30 stipulates that parking can be shared between land uses and counted towards the parking requirement if the uses are open at different times, have clearly different peak demand, pose no safety hazard, and a licensed professional conducts a shared parking analysis.

Assembly Bill (AB) 2097

AB 2097, which became effective as of January 2023, prohibits a public agency from imposing minimum parking requirements on most developments within half-mile of a high-quality or major transit stop. Since the Gilroy train station qualifies as a major transit stop, most developments in the study area from Fourth Street to Tenth Street and west to Dowdy Street cannot be required to provide parking. AB 2097 does allow public agencies to require that any parking provided within the half-mile radius be shared with the public and/or priced.

Bicycle Parking

The City of Gilroy has not created development requirements for provisioning bicycle parking, but in practice uses CalGreen standards when determining bicycle parking needs.

Parking Inventory and Regulations

An inventory of parking facilities in the study area was conducted on November 10 (Thursday), 12 (Saturday) and during the Holiday Parade on December 3 (Saturday), 2022 of all accessible, public and private on- and off-street spaces. For the purposes of this study, parking spaces associated with the Civic Center are identified as private as they are dedicated to a particular use. This section provides a brief summary of the parking inventory and parking regulation for each on-street block and off-street facility recorded as part of this study. The raw parking data can be seen in Appendix A.

Methodology

Parking inventory and regulations were determined through field observations, including counting all publicly accessible facilities, including on-street parking, public parking lots, and private parking lots that are publicly accessible (i.e., not gated or closed for construction) and noting any regulations.

Findings

Parking Inventory and Regulations

Table 4 provides a detailed breakdown of parking types in the study area, including both on-street and off-street facilities. In total, the parking inventory identified 3,230 spaces, including 1,199 on-street spaces and 2,031 off-street spaces, of which 738 are public spaces and 1,293 are private spaces. Some parking spaces were not counted due to resident concerns, and the new public parking lot under construction at the corner of Seventh Street and Egleberry Street was also not included.

Table 4 –Parking Inventory by Facility Type

Location	Space Type								Total	Percent
	Unregulated	Short-term (15 mins)	Medium (1-2 hrs)	ADA	Motorcycle	Loading	Tenant	Private Use		
On-Street, Public	889	21	244	18	14	8	5	0	1,199	37.1%
Off-Street, Public	677	0	23	38	0	0	0	0	738	22.8%
Off-Street, Private	0	0	0	0	0	0	0	1293	1,293	40.0%
Total	1566	21	267	56	14	8	5	1293	3,230	100%
Percent	48.5%	0.7%	8.3%	1.7%	0.4%	0.2%	0.2%	40.0%	100%	

On-street parking is available on most streets in the study area and comprises approximately 37 percent of all parking in the area. Of the 1,199 total on-street spaces 889 do not have any restrictions, 244 spaces are medium-term parking (one to two hours), 21 are short-term (15 to 20 minutes), and 45 are otherwise restricted (accessible, motorcycle, loading, or tenant). Time restrictions are primarily present from First Street to Sixth Street with only

13 time-restricted spaces between Sixth Street and Seventh Street and none between Seventh and Tenth Street. Accessible spaces are spread throughout the study area. Most time limits for on-street parking are two hours, making up 97 percent of the medium-term parking; there is one section on Third Street between Gourmet Avenue and Monterey Street that has a one-hour limit.

Off-street parking is provided in 72 off-street facilities in the study area, totaling 2,031 spaces. Of these spaces, 40 percent are for private use. The largest off-street parking facilities are located at the Civic Center (designated as off-street, public parking) and the transit station owned by the Santa Clara Valley Transportation Authority (VTA) (designated as off-street, private parking) with 290 and 466 spaces, respectively, or 37 percent of all off-street parking. Most of the VTA spaces are not time restricted, with only 25 spaces having a time restriction. Only four percent of spaces in public parking lots are time restricted, and all of those spaces are located in the Monterey Street/Martin Street parking lot.

Occupancy and Turnover

This section provides an overview of the results from the parking occupancy and turnover study, including a summary of the count methodology as well as key figures.

Methodology

Parking occupancy and turnover counts were conducted on the following days:

- Thursday, November 10, 2022
- Saturday, November 12, 2022
- Saturday, December 3, 2022

On each of these days, occupancy data was collected in hourly intervals from 8 a.m. to 8 p.m. to observe parking behavior and demand throughout the day. Occupancy counts were collected for all on-street parking spaces in the study area and all publicly accessible off-street facilities, including those with reserved parking for customers and employees.

Turnover data for all on-street spaces in the study area was also collected. License plate numbers were collected every hour, tracking vehicle length of stay.

Data was collected on two different Saturdays, including one special event day to evaluate its impact on parking location and demand. The Holiday Parade occurred on Saturday, December 3, resulting in closure of some of the streets downtown. Although the weather was clear and sunny on the other survey days, it did rain on the day of the parade which may have affected both the attendance at the parade and how long people stayed downtown, thus leading to lower than anticipated parking demand. The parade is hereafter referred to as an event.

Occupancy

The number of parked vehicles in on-street spaces, public lots, and private lots was assessed in order to identify the peak hour of usage for each day. Peak usage was identified for the study area as a whole as well as for each of the four zones.

For the entire study area, the peak hours of demand for each day were determined to be Thursday from 10 a.m. to 11 a.m., Saturday from 1 p.m. to 2 p.m., and during the event from 12 p.m. to 1 p.m. Overall, the highest peak demand occurred on Thursday when roughly 43 percent of the total parking supply was occupied. At this time, occupancy levels of public facilities reached approximately 53 percent for on-street parking and 47 percent for off-street parking. Private off-street parking, which comprises 40 percent of all downtown parking, reached a peak occupancy of less than 33 percent. Table 5 shows peak parking occupancy levels for each day by facility type.

Table 5 – Peak Occupancy for Study Area

Location	Inventory	Thursday (10 a.m.)		Saturday (1 p.m.)		Event (12 p.m.)	
		Occupied Spaces	Percent Occupied	Occupied Spaces	Percent Occupied	Occupied Spaces	Percent Occupied
On-Street, Public	1,199	632	52.7%	647	54.0%	520	43.4%
Off-Street, Public	738	344	46.6%	358	48.5%	330	44.7%
Off-Street, Private	1,293	422	32.6%	296	22.9%	290	22.4%
Total	3,230	1,398	43.3%	1,301	40.3%	1,140	35.3%
Total, Event	2,719					1,140	41.9%

Notes: Data collected Thursday, November 10, 2022, Saturday, November 12, 2022, and Saturday, December 3, 2022
 During the December 3 event, 511 spaces were inaccessible (302 on-street, 79 public off-street, 130 private off-street)

Occupancy data was also analyzed by zone to determine if there are varying patterns of parking behavior across the downtown given the various land uses. The zone with the highest parking utilization was in the Core Downtown where almost 55 percent of parking was occupied during the peak hour. During this time, several on-street block faces on Monterey Street between Fourth and Sixth Streets were 75 to 85 percent occupied while other spaces further from Monterey Street were less utilized. The two largest public off-street lots accessible from Egleberry Street between Fourth and Sixth Streets were 90 percent occupied at peak hour. By contrast, the Lower and Upper Downtown zones experienced peak occupancy rates of 37 and 39 percent, respectively, on non-event days; Lower Downtown did have relatively higher on-street occupancy rates, particularly on Eighth Street, close to the transit center. On-street spaces in the Lower Downtown and Civic Center were more heavily utilized during the Holiday Parade, as visitors shifted parking locations due to closed streets. The parking occupancy rate for disabled spaces peaked at 30 percent, with both on- and off-street spaces having similar rates of use, indicating there is currently not a high demand for disabled spaces across the downtown.

Parking supply and occupancy for all spaces is summarized in Table 6.

Table 6 – Peak Occupancy by Zone

Location	Inventory	Thursday (10 a.m.)		Saturday (1 p.m.)		Event (12 p.m.)	
Upper Downtown		Occupied Spaces	Percent Occupied	Occupied Spaces	Percent Occupied	Occupied Spaces	Percent Occupied
On-Street, Public	306	137	44.8%	123	40.2%	81	26.5%
Off-Street, Public	84	38	45.2%	40	47.6%	7	8.3%
Off-Street, Private	415	140	33.7%	64	15.4%	77	18.6%
Subtotal	805	315	39.1%	227	28.2%	165	20.5%
Core Downtown							
On-Street, Public	500	290	58.0%	290	58.0%	184	36.8%
Off-Street, Public	309	185	59.9%	154	49.8%	199	64.4%
Off-Street, Private	186	68	36.6%	56	30.1%	17	9.1%
Subtotal	995	543	54.6%	500	50.3%	400	40.2%
Lower Downtown							
On-Street, Public	250	146	58.4%	164	65.6%	175	70.0%
Off-Street, Public	55	9	16.4%	8	14.5%	18	32.7%
Off-Street, Private	692	214	30.9%	176	25.4%	196	28.3%
Subtotal	997	369	37.0%	348	34.9%	389	39.0%
Civic Center							
On-Street, Public	143	59	41.3%	70	49.0%	80	55.9%
Off-Street, Public	290	112	38.6%	156	53.8%	106	36.6%
Off-Street, Private	0	0	0%	0	0%	0	0%
Subtotal	433	171	39.5%	226	52.2%	186	43.0%
Total	3,230	1,398	43.3%	1,301	40.3%	1,140	35.3%
Total; Event	2,719					1,140	41.9%

Notes: Data collected Thursday, November 10, 2022, Saturday, November 12, 2022, and Saturday, December 3, 2022
 During the December 3 event, 511 spaces were inaccessible (302 on-street, 79 public off-street, 130 private off-street)

Plates 2, 3, and 4 show on-street peak hour parking occupancy levels for each survey day. The maps show that higher on-street parking occupancies occur in the Core and Lower Downtown areas. The Core likely has higher occupancies due to employees and visitors using the on-street parking while the Lower section's high occupancy areas are in residential zones where residents are likely parking outside of their homes. During the event, higher parking occupancies were observed near the closed streets, which suggests people parked as close as possible to the parade destination.

Plates 5, 6, and 7 show the occupancy of the public parking lots at the peak time for each survey day. The maps show high occupancies occur in the Core and Civic Center areas. The Core and Civic Center likely have high occupancies due to employees and visitors using the parking lots. During the event, similar to on-street parking, higher parking occupancies were observed near the closed streets, which suggests people parked as close as possible to the parade destination.

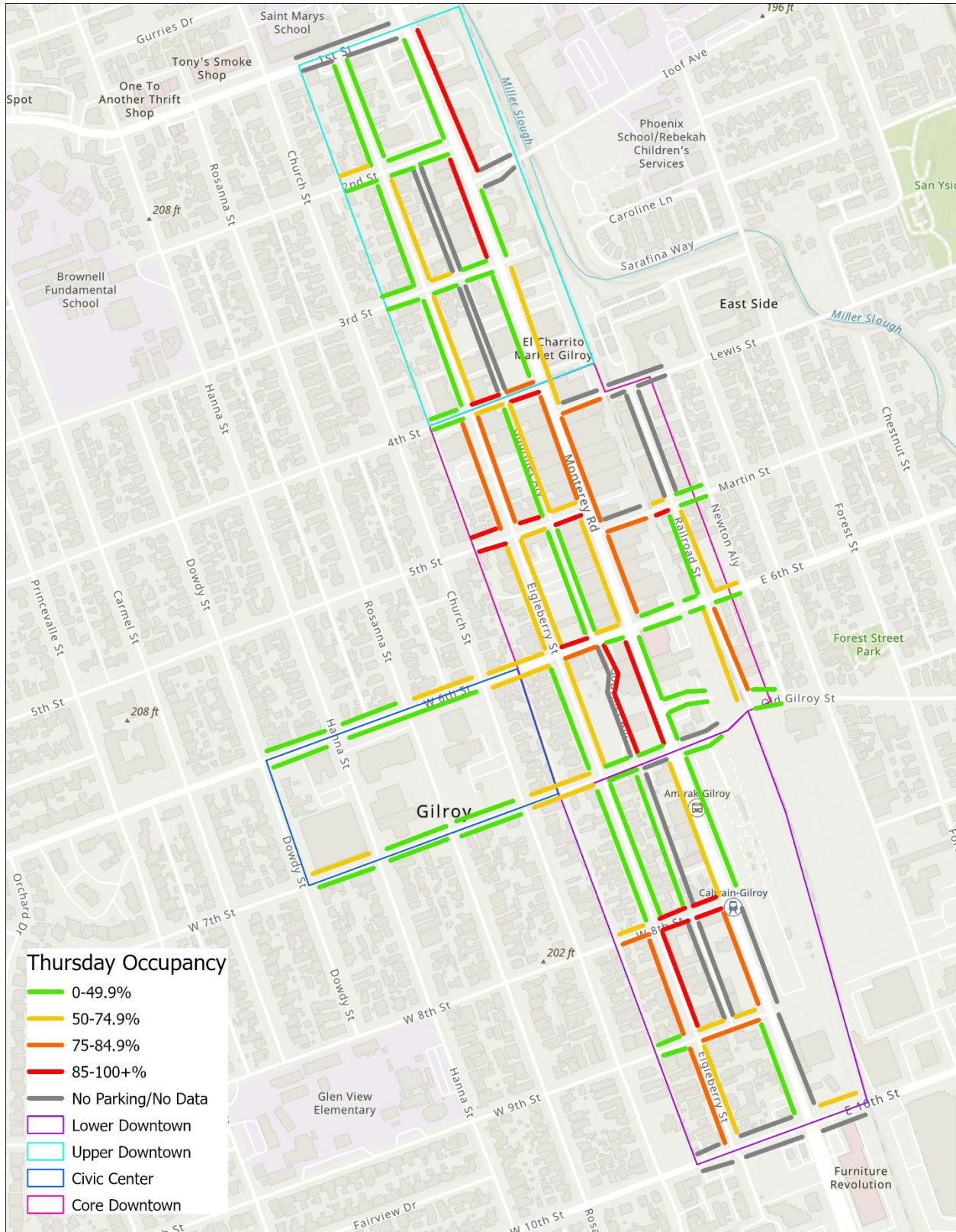


Plate 2 Peak Parking Occupancy – Thursday, 10 a.m., November 10, 2022

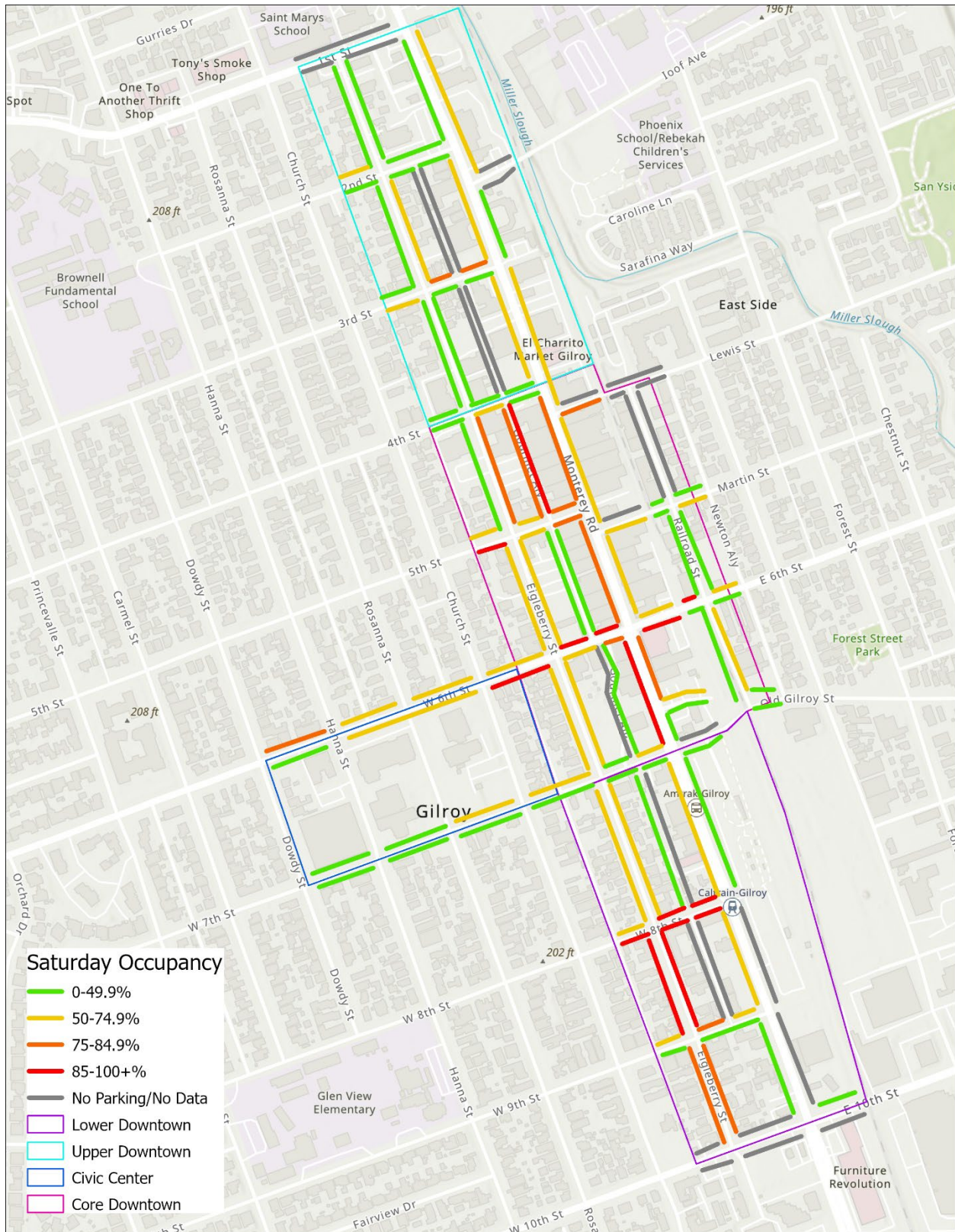


Plate 3 Peak Parking Occupancy – Saturday, 1 p.m., November 12, 2022

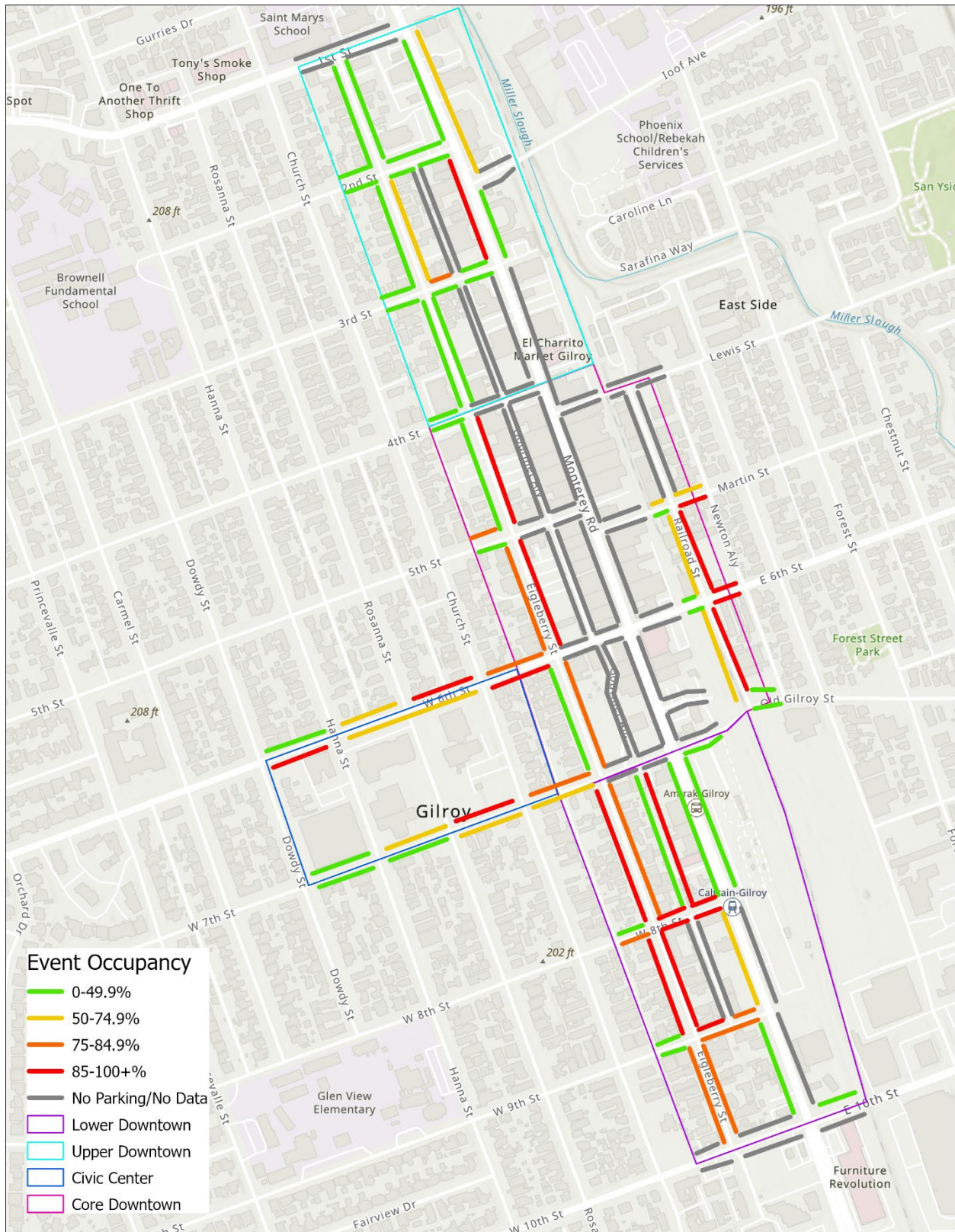


Plate 4 Peak Parking Occupancy – Holiday Parade (Saturday), 12 p.m., December 3, 2022

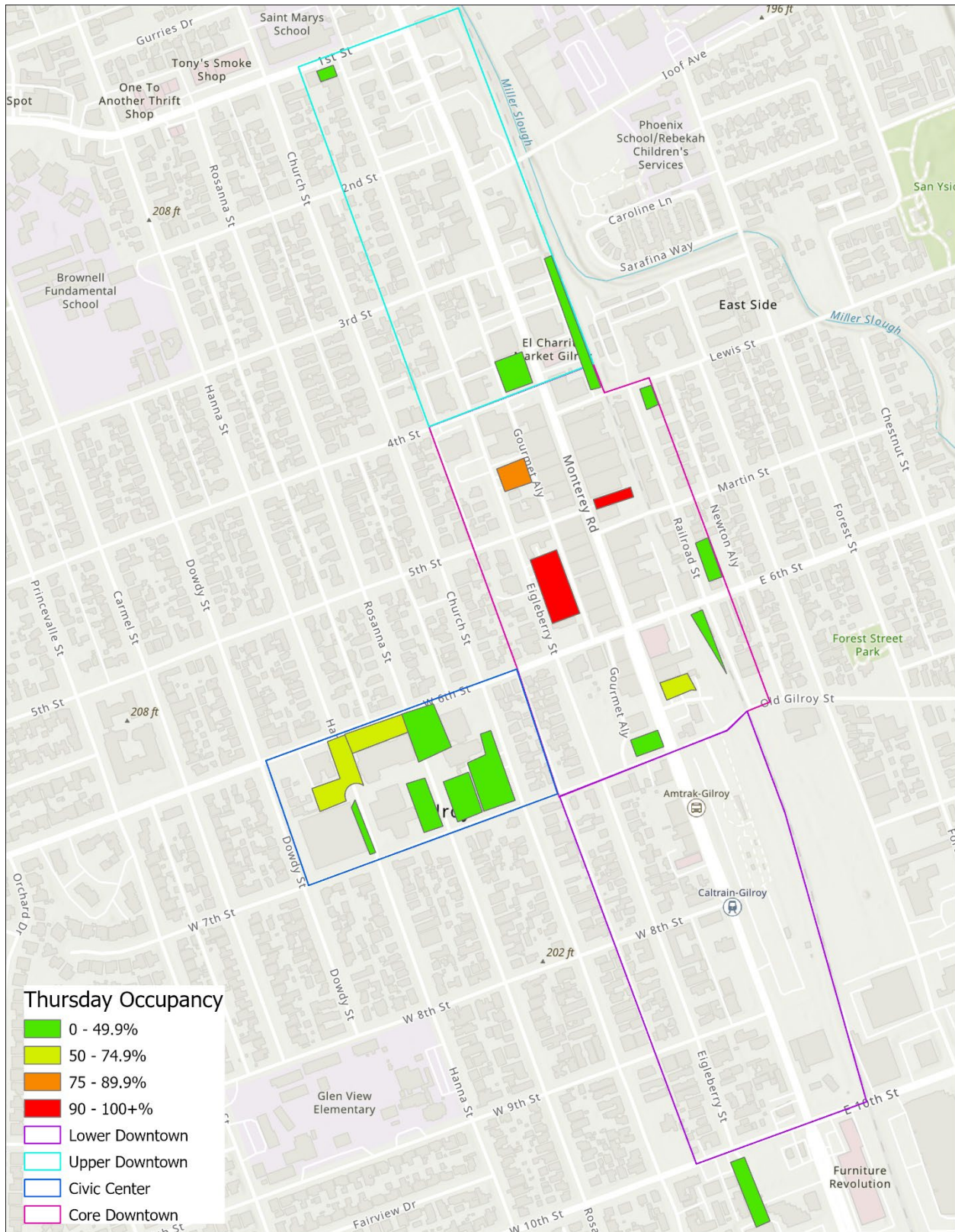


Plate 5 Peak Public Parking Lot Occupancy – Thursday, 10 a.m., November 10, 2022

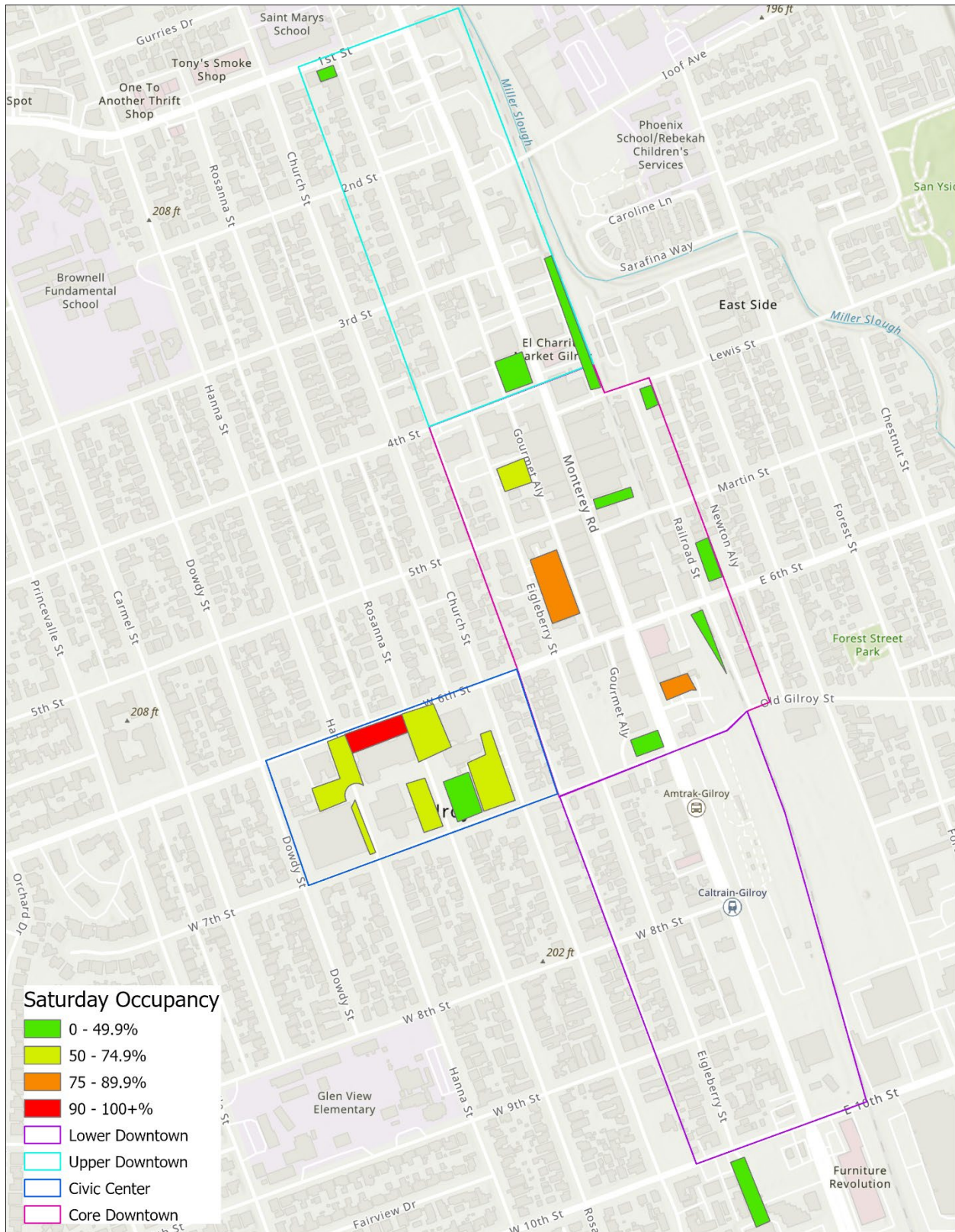


Plate 6 Peak Public Parking Lot Occupancy – Saturday, 1 p.m., November 12, 2022

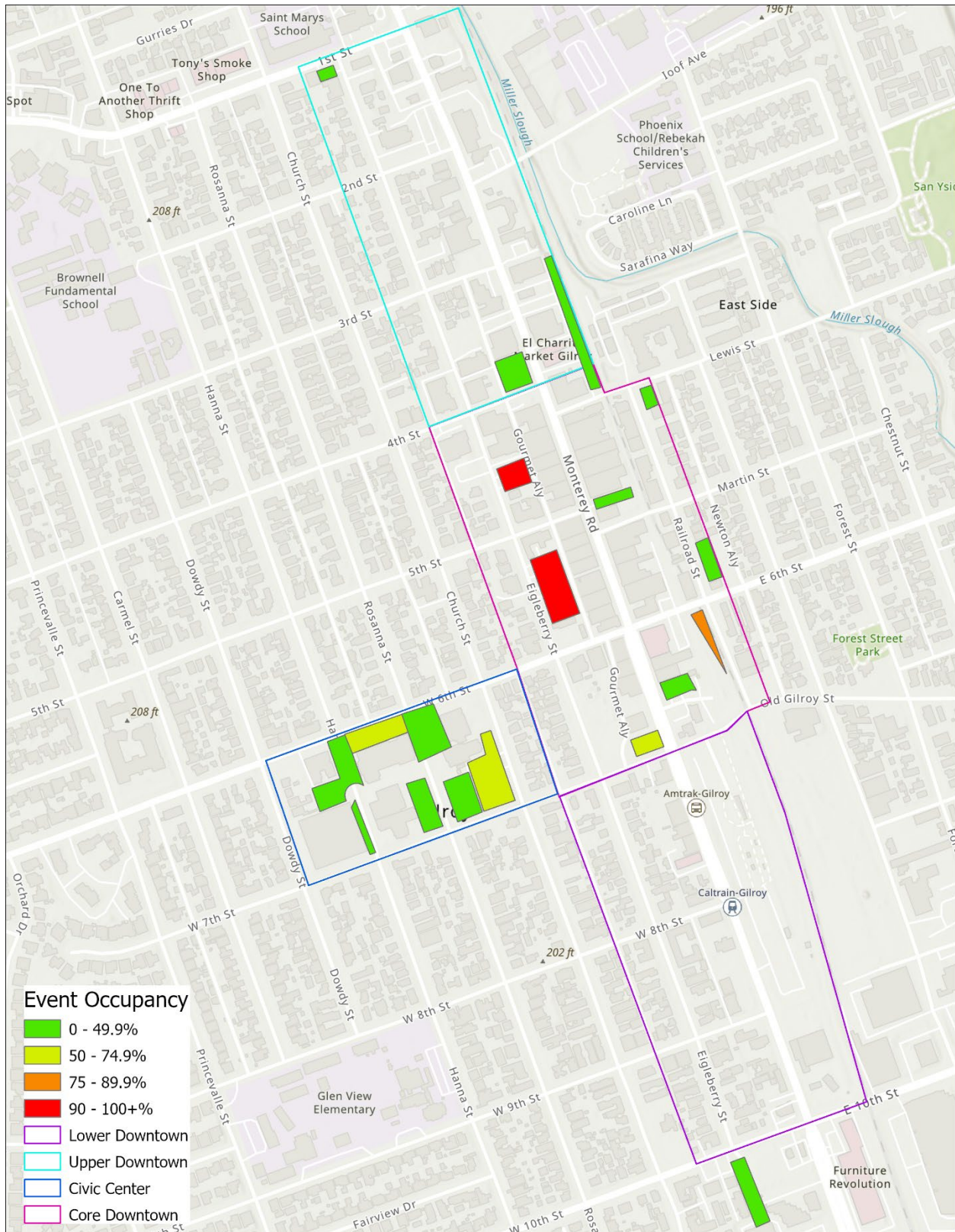


Plate 7 Peak Public Parking Lot Occupancy – Holiday Parade (Saturday), 12 p.m., December 3, 2022

Transit Center Parking

As noted above, the parking lots for the transit center contain 466 spaces, a substantial number compared to other lots in the area. Occupancy counts for these lots, however, show that only 131 of those spaces were occupied during the peak hour (10 a.m. Thursday). Transit ridership levels have fallen substantially due to the pandemic and as such, historic data was examined to determine “typical” parking demand if ridership returns to previous levels. From 2013 to 2020, VTA collected parking data for its parking lot at the Gilroy train station after the last a.m. Caltrain left the station for the day. This data was used to determine how many vehicles were parked in the lot for VTA, Caltrain, or other uses. In the peak years of 2017 to 2019 prior to the pandemic, there was an average of 293 vehicles parking in the transit center’s lots. Based on Caltrain and VTA ridership levels, it was estimated that 170 of those vehicles were Caltrain users and 56 were for VTA users, or a total of 226 vehicles parked for transit use, leaving 67 remaining vehicles parked by other downtown users. There is no current active enforcement of parking in the transit center’s lots, likely contributing to their use by non-transit riders. The parking lots, however, are planned to be converted into mixed-use residential buildings sometime in the future and non-transit rider parking will not be accommodated at that time.

Turnover

In addition to parking occupancy data, parking duration data was collected for all on-street parking spots in the study area. This data reveals the total number of vehicles parking in a space over the course of a day (i.e., turnover) and their lengths of stay. In some cases, areas with lower turnover rates may be more heavily used by employees and residents who park for the full day.

As show in Plate 8 Parking Length of Time, over half of vehicles are parking two or fewer hours on typical non-event days while during the event, 44 percent of vehicles parked for two or fewer hours. On non-event days, 17 percent of vehicles were parked for eight or more hours, increasing to 22 percent during the event.

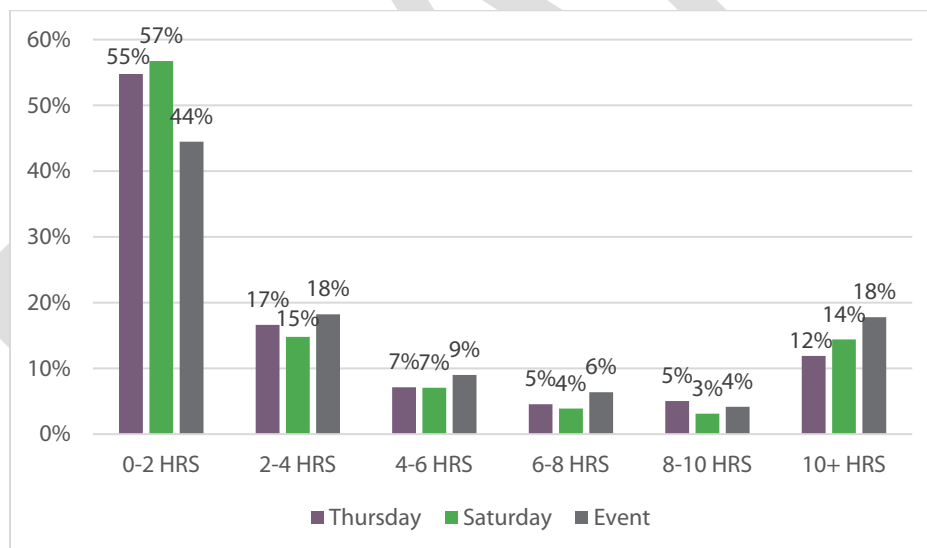


Plate 8 Parking Length of Time

Plates 9, 10, and 11 illustrate the average length of stay on a typical weekday, typical weekend day, and an event day, respectively. The length of stay was calculated by averaging the amount of time all vehicles were parked on a block. The minimum length of stay is one half-hour because data was collected every hour and a vehicle that only appeared in the survey once was counted as having parked for one-half-hour. Most of the vehicles staying for several hours were on Egleberry Street and around the Civic Center, suggesting that many employees and residents are parking in those areas. Vehicles parking on Monterey Street, particularly in the Core Downtown area, stayed considerably less time, suggesting use by retail patrons and better adherence to posted time limits. It was also recorded that some block faces on Monterey Street in the Upper and Lower Downtown areas experienced higher lengths of stay in unregulated spaces.

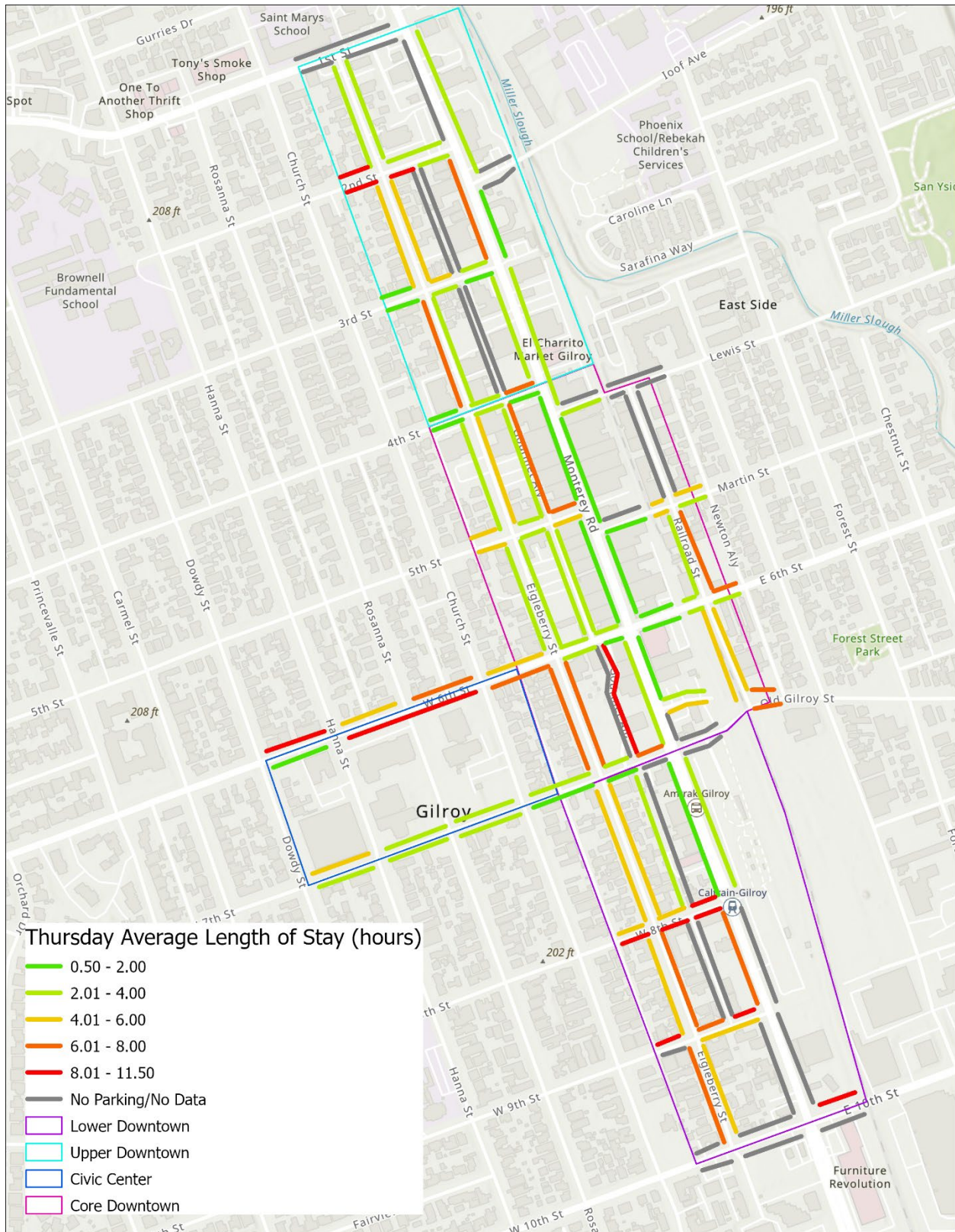


Plate 9 Parking Average Length of Stay, Thursday, November 10, 2022

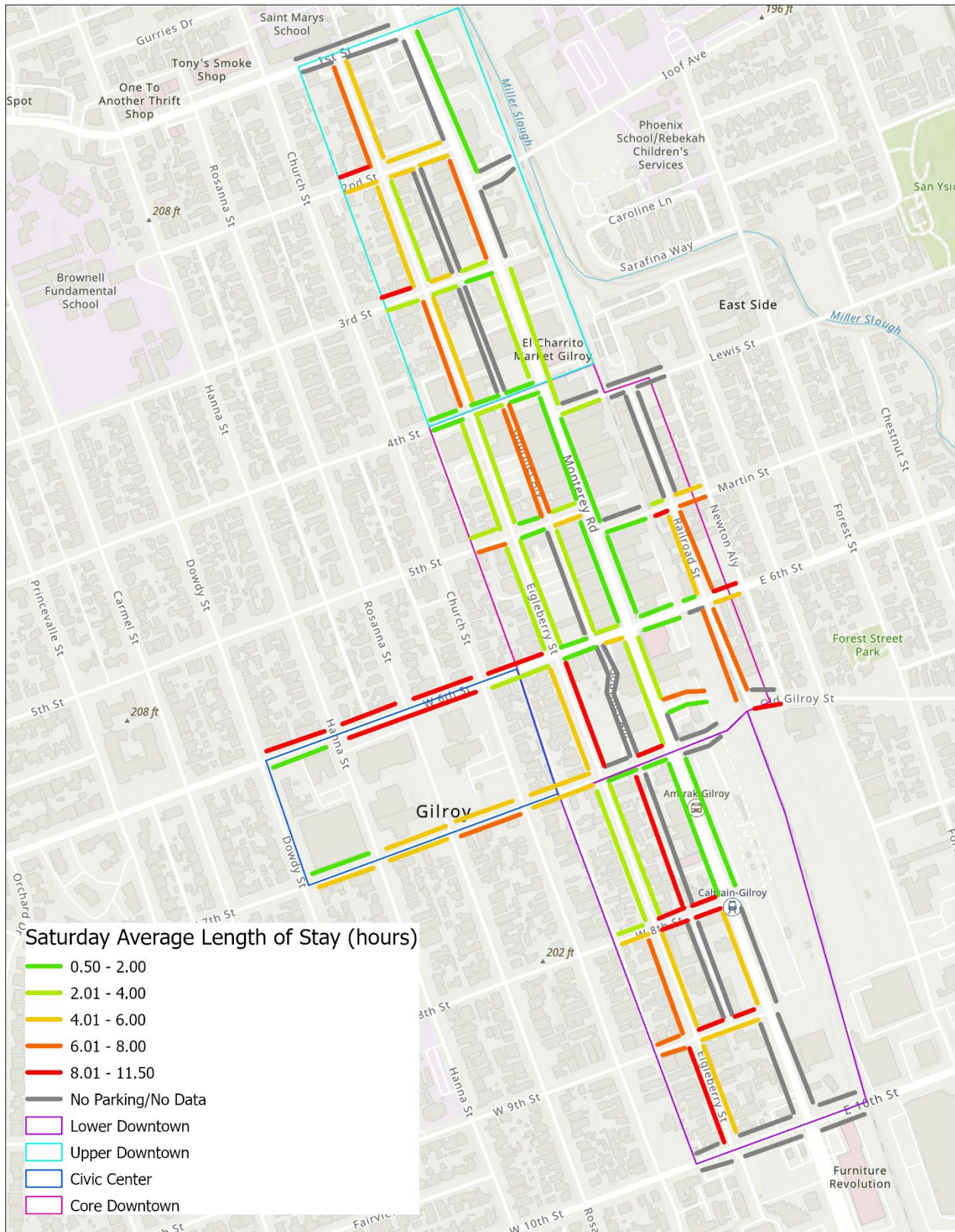


Plate 10 Parking Average Length of Stay, Saturday, November 12, 2022

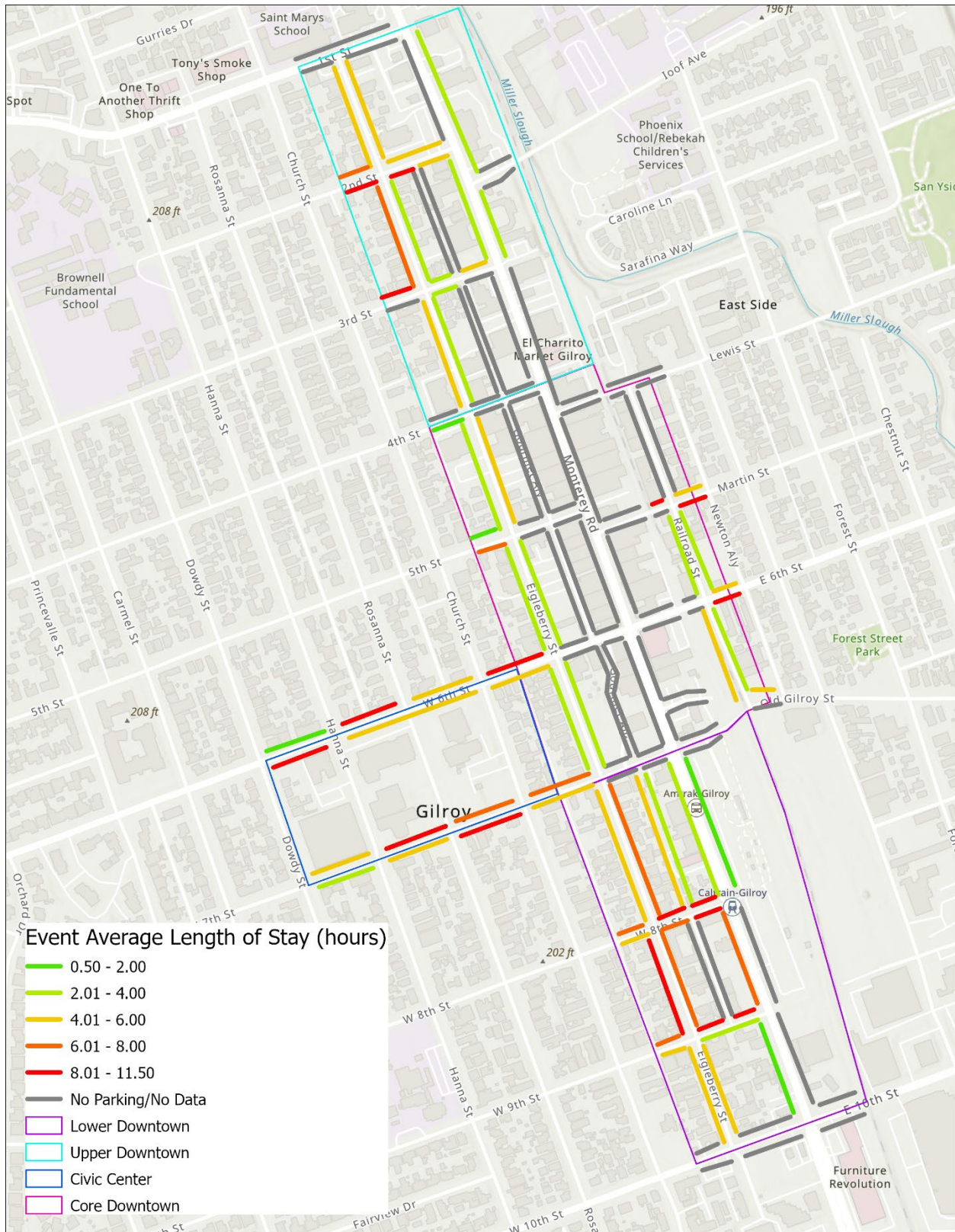


Plate 11 Parking Average Length of Stay, Holiday Parade (Saturday), December 3, 2022

Plates 12, 13, and 14 show the average turnover by segment for a typical weekday, weekend day, and an event day. Turnover is defined as the number of vehicles parked on a block over a given time period divided by the inventory of that block. A higher turnover means the block is being occupied by a greater number of different vehicles over the course of the day. Some areas on the maps are grey because either there was no space for a vehicle to park, it was all marked as no parking, or the street was closed to traffic due to the event.

Turnover during the weekday and weekend surveys was greatest in the Core Downtown area, with multiple vehicles accessing most parking spaces. This is likely due to most of the shopping and dining destinations being in the core area. Turnover was somewhat higher on the weekday than on the weekend, which often is the case in downtowns as weekend visitors typically park for longer periods of time. During the event, turnover patterns were very different given that a large amount of on-street parking in Core was closed, with parking shifting to Egleberry Street.

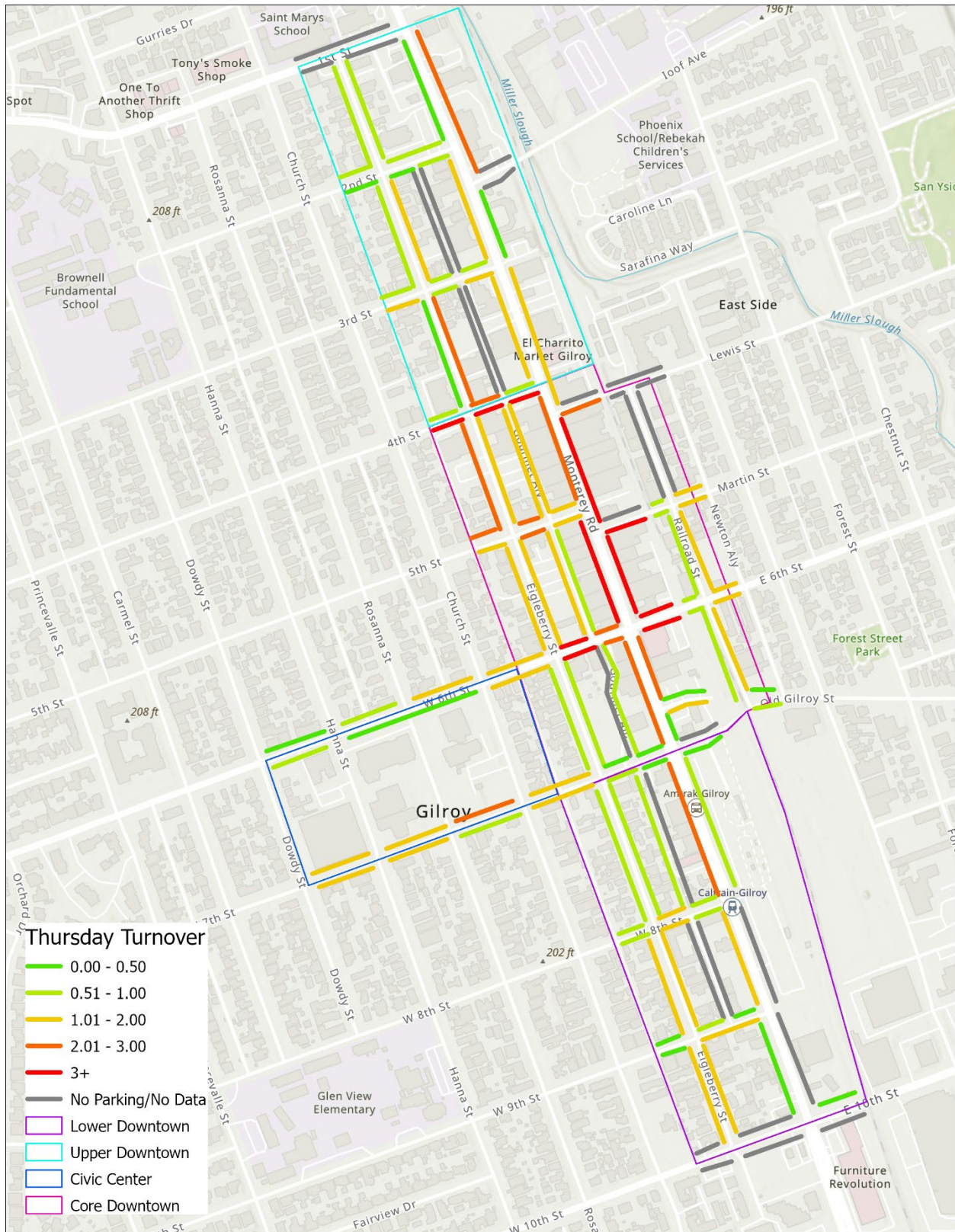


Plate 12 Parking Turnover, Thursday, November 10, 2022

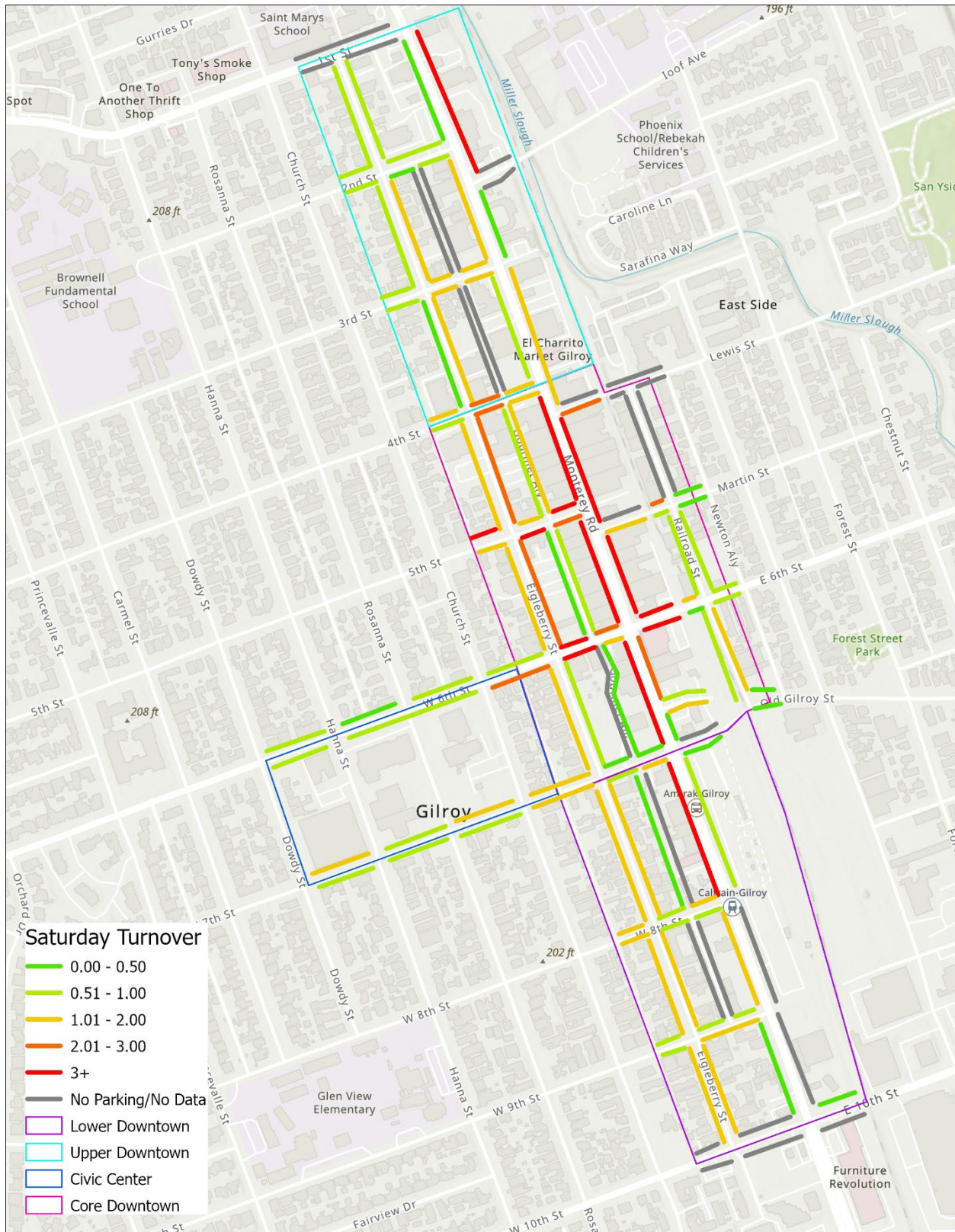


Plate 13 Parking Turnover, Saturday, November 12, 2022

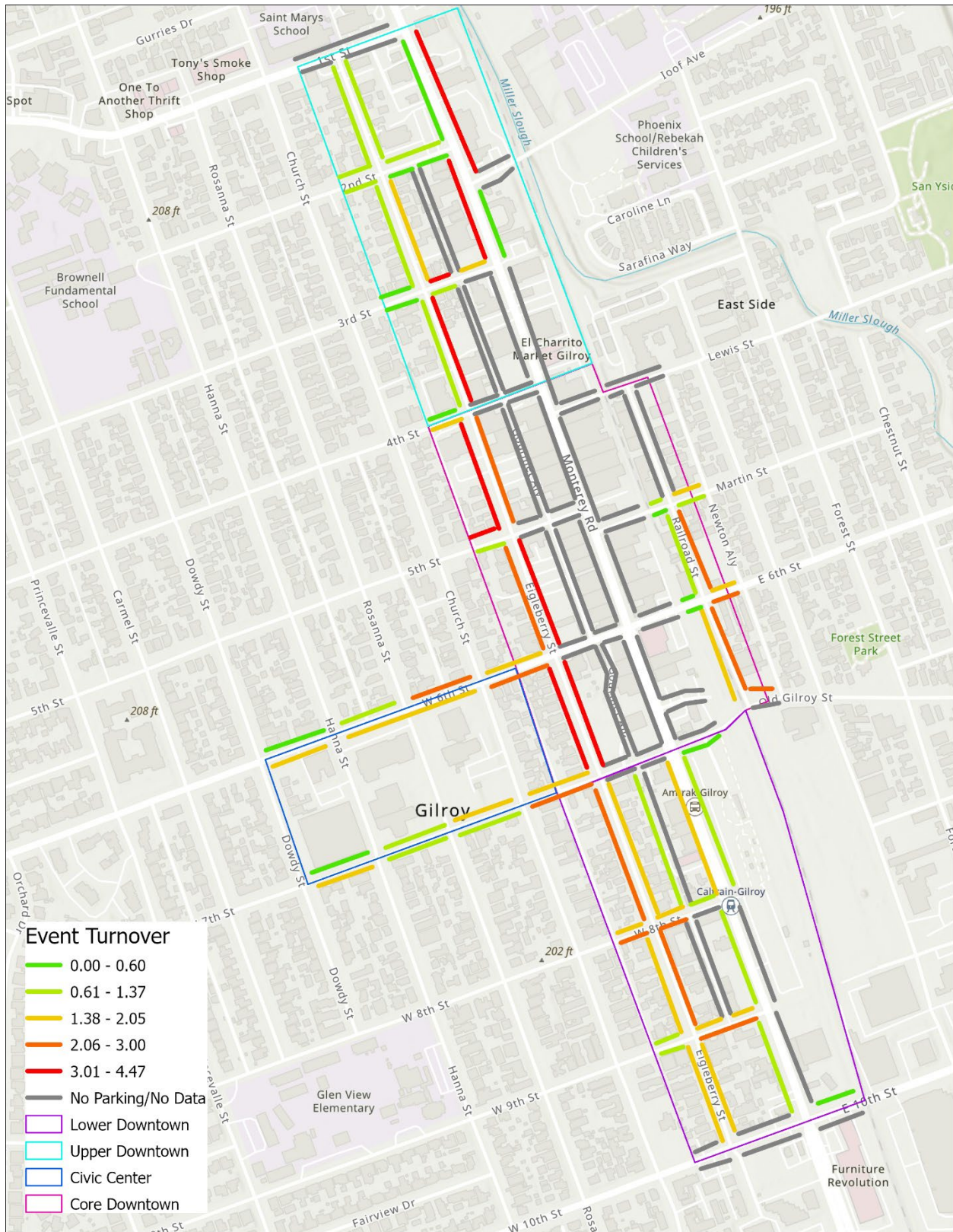


Plate 14 Parking Turnover, Holiday Parade (Saturday), December 3, 2022

Summary of Key Findings

This review has yielded various key findings related to parking supply, regulations, occupancy, and turnover in the study area. While there are some on and off-street facilities that are heavily utilized, most have available parking during peak periods, even in the Core Downtown. The specific findings of the existing conditions parking analysis are summarized below:

1. **The Downtown as a whole has a large amount of vacant parking during the peak hour of Thursday at 10 a.m., but some areas face higher occupancy rates.** During the peak parking hour, 1,398 of 3,230 spaces (43 percent) were occupied with 1,832 vacant spaces. However, some on-street block faces and off-street lots were more heavily utilized, with certain areas reaching 90 percent occupancy.
2. **The Core Downtown is the most heavily utilized zone, but occupancy levels within the zone vary.** Monterey Street experienced the highest levels of on-street occupancy with several block faces being 75 to 85 percent occupied and the two largest public off-street lots accessible from Egleberry Street between Fourth and Sixth Streets were 90 percent occupied during the peak hour on Thursday at 10 a.m. At the same time, other on-street spaces were less utilized and private parking lots were 37 percent occupied, with the entire zone being 55 percent occupied.
3. **Private off-street lots in downtown are abundant, but underutilized.** Although private parking comprises 40 percent of all spaces in the downtown (1,293 spaces), it has the lowest peak occupancy rates of all parking types (33 percent on a typical weekday, 23 percent on a weekend day, and 22 percent during an event condition).
4. **Adherence to posted time limits is mixed.** While most vehicles parking in time limited spaces were present for less than two hours, there were several exceptions. On Monterey Street from Fourth Street to Seventh Street, 79 of the total 405 vehicles parked on the street during the weekday survey stayed more than two hours. Roughly half of the 79 violators stayed between two to three hours whereas the other half stayed between three to twelve hours. It is likely vehicles were parked for longer than the posted limits due to the lack of enforcement.
5. **Transit Center parking occupancy remains low.** Surveys show that of the 466 spaces at the Transit Center, 131 are currently occupied during the peak hour while an average of 293 were occupied during the same time period prior to the pandemic (67 of which vehicles were not transit users. This leaves a considerable number of vacant spaces available, even during the peak hour. The parking lots are planned to be converted into mixed-use residential buildings sometime in the future and at that time non-transit users currently parking on-site will likely shift to nearby available parking.
6. **There was a generally low parking occupancy during the Holiday Parade, but it likely was influenced by inclement weather.** During the Holiday Parade, peak demand (1,140 vehicles) was less than the overall Saturday peak demand (1,301 vehicles) and there was a considerable amount of vacant parking, even considering the spaces closed for the Parade. Given the rainy weather, the event's attendance and corresponding parking demand was likely lower, but there remained a total of 1,579 vacant spaces downtown during the peak hour.

Parking Demand and Retail Sales Analysis

This report provides an analysis of current and future parking conditions in the study area based on real estate data as well as an analysis of the relationship between retail sales and parking demand. More specifically, parking demand data was cross-tabulated with existing and projected land use information to determine the peak parking demand rate for commercial uses in Downtown Gilroy and the adequacy of the current and planned future parking supply.

Inventory, Occupancy, and Supply

As described in the existing conditions chapter, the entire Downtown study area has an inventory of 3,230 parking spaces including on-street, public off-street, and private off-street spaces, with the overall peak hour of parking demand occurring at 10 a.m. on a Thursday when 43 percent of all spaces are occupied. For the Core Downtown area between Fourth Street and Seventh Street, 55 percent of spaces are occupied during the peak hour.

For planning purposes, studies often assume an “effective parking supply”, or a certain desired vacancy rate of parking, to account for desired maneuverability and to reduce the search time to find available parking. Effective parking supply rates typically vary from as low as 85 percent for on-street spaces that experience frequent turnover to 95 percent for off-street facilities primarily serving longer-term parkers. Assuming a 90 percent effective parking supply for the Downtown as a whole given its mix of parking, or 2,908 spaces, there would be 1,510 spaces available at peak demand. For the Core Downtown, an effective parking supply of 90 percent would equal 896 spaces with 353 spaces available at peak demand. Table 7 shows these results for the Downtown and all zones as well as the number and percent of vacant spaces compared to the effective parking supply (i.e., over/under supply). The parking inventory does not include the new public parking lot under construction at the corner of Seventh Street/Eagleberry Street.

Table 7 – Effective Parking Supply and Peak Demand Comparison

Zone	Inventory	Effective Parking Supply – 90%	Peak Demand – Thursday, 10 a.m.	Over/Under Supply	
Upper Downtown	805	725	315	410	56.5%
Core Downtown	995	896	543	353	39.4%
Lower Downtown	997	897	369	528	58.9%
Civic Center	433	390	171	219	56.1%
Total	3,230	2,908	1,398	1,510	51.9%

Peak Demand and Land Use Comparison

In addition to comparing peak parking demand with the available supply, parking demand is analyzed in relation to the amount (i.e., square footage) of built commercial space. Given the absence of commercial space in the Civic Center zone, however, it is not included in this analysis. This assessment allows for a comparison to minimum parking requirements by zone and for the Downtown as a whole, by analyzing two factors:

- Built Stalls to Built Land Use Ratio.** This represents the ratio of the total number of existing parking stalls to total existing land use square footage (occupied or vacant) within the study area. According to data provided by CoStar, there is approximately 524,248 gross square feet (GSF) of commercial space with a 4.5-percent vacancy rate, equaling 500,523 occupied square feet. At this time, about 4.07 parking stalls per 1,000 GSF of built land use have been developed/provided within the Downtown (combining the on-and off-street parking supplies).

- Combined Peak Demand to Occupied Land Use Ratio.** This represents the ratio of the total number of parked vehicles to total existing occupied land use square footage within the Downtown combining the on and off-street supply. As such, parked vehicles were correlated with actual occupied building area. From this perspective, current peak hour demand stands at a ratio of approximately 2.00 occupied parking stalls per 1,000 GSF of occupied land use. It is important to note that this figure is likely an overestimate of the actual parking demand as some residential parking demand on Egleberry Street is included in this figure.

Table 8 summarizes the analysis for all of Downtown Gilroy and also by zone.

Table 8 – Peak Parking Demand Comparison to Land Use

Zone	Gross Square Footage (Built)	Gross Square Footage (Occupied)	Inventory	Parking Supply Ratio per Built KSF	Peak Demand – Thursday, 10 a.m.	Peak Parking Demand Ratio per Occupied KSF
Upper Downtown	148,247	142,988	805	5.43	315	2.20
Core Downtown	314,552	301,426	995	3.16	543	1.80
Lower Downtown	61,449	56,109	336	5.47	141	2.51
Total	524,248	500,523	2,136	4.07	999	2.00

Note: Lower Downtown does not include transit center parking, residential off-street parking, or on-street parking on Egleberry Street due to lack of commercial uses.

As a comparison, Table 9 provides a list of cities across California in which the consultant team has worked, detailing each of their built supply ratios to demand ratios in their downtowns or mixed use districts. Downtown Gilroy has one of the highest built parking supplies, one of the highest peak demand ratios (although it may be somewhat overestimated as noted above, based on proximity to residential areas) and one of the larger differences between the level of parking supplied and peak demand.

Table 9 – Peak Parking Demand in Downtowns & Mixed-Use Districts

City	Parking Supply Ratio per Built KSF	Peak Parking Demand Ratio per Occupied KSF	Difference
Soledad (Downtown)	4.21	1.21	3.00
Mill Valley (Miller Avenue)	4.13	3.08	1.05
Gilroy (Downtown)	4.07	2.00	2.07
Lancaster (Downtown)	3.67	1.37	2.30
Ventura (Westside)	2.87	1.26	1.62
Sacramento (Downtown)	2.19	1.18	1.01
Monterey (Downtown)	2.14	1.2	0.94
Palo Alto (Downtown)	2.12	1.90	0.22
Newport Beach (Balboa Village)	1.84	1.78	0.06
Oxnard (Downtown)	1.70	0.98	0.72
Santa Monica (Downtown)	1.57	1.21	0.36
Average	2.79	1.56	1.23

Projected Demand

The City of Gilroy 2040 General Plan, completed in 2020, provides a 20-year growth projection for the Downtown in terms of both residential units and employment. According to the General Plan, the Downtown is anticipated to add 149 single-family units and 1,045 multi-family units (for a population increase of 3,308 persons) as well as 2,843 new jobs.

Using this information, projected parking demand can be estimated using industry standard rates and the local data analyzed above. For the purposes of this analysis, resident spaces are assumed to be provided off-street by the development, but visitor parking is assumed to be accommodated on-street. Commercial development is assumed to not build any new parking.

According to the Urban Land Institute's *Shared Parking* manual, the peak visitor demand for suburban multi-family residential is 0.15 spaces per unit. Applying that ratio to the number of total projected 1,194 residential units, this equals 179 spaces. For commercial uses, the Gilroy General Plan Background Report identifies a ratio of 300 square feet per employee in the Downtown. Given a projected increase of 2,843 jobs, this equates to 852,900 square feet of new development, and with a peak downtown parking demand of 2.0 spaces per thousand square feet, projected commercial uses are anticipated to produce an additional peak demand of 1,706 spaces. Table 10 shows the calculations for each use as well as a comparison to the future effective parking supply of the Downtown, with a cumulative peak parking deficit of 249 spaces. Given the varying rate of development across the Downtown, individual zones may experience a parking deficit earlier or later than the Downtown as a whole.

Table 10 – Projected Parking Demand by Use

Use	Code Requirement	Units/SF	Peak Demand Rate	Total Spaces
Residential	< 800 sf: 1 space/unit + 1 guest space/6 units > 800 sf: 1.5 spaces/unit + 1 guest space/4 units	1,194 units	0.15 per unit	179
Commercial	Retail: 1 space/500 sf Restaurant: 1 space/6 seats + 1 space/4 shift employees	852,900 sf	2.0 per 1,000 sf	1,706
Total Projected New Demand				1,885
Current Effective Parking Supply Available at Peak Hour				1,510
New Effective Parking Supply of Public Parking Lot at Seventh Street & Egleberry Street				126
Deficit				249

Notes: sf = square feet. Restaurant parking requirement equals approximately ten to twelve spaces per 1,000 sf.

Downtown Commercial Real Estate and Retail Sales Trends and Conditions

The analysis of retail parking demand focuses on market conditions in Gilroy's downtown core area, which consists of the three blocks of Monterey Street between Fourth and Seventh Streets. These three blocks comprise the City's historic business district and include approximately 315,000 square feet of total commercial space as well as 995 parking spaces in public lots, private lots, and on-street spaces. For discussion purposes, the block from Fourth Street to Fifth Street will be referred to throughout this discussion as Block 1, Fifth Street to Sixth Street will be referred to as Block 2, and Sixth Street to Seventh Street will be referred to as Block 3.

Downtown Commercial Real Estate

As Table 11 shows, the total amount of commercial space in the Core Downtown has not changed over the past ten years. Blocks 1 and 2 have about 137,000 square feet and 128,000 square feet of space respectively, while Block 3 has less than 49,000 square feet. According to the CoStar database, vacancy rates have fluctuated with the highest vacancy rates occurring in the years following the 2008 recession. Vacancies appear to have stabilized and reached relatively low levels in recent years, including during the pandemic time period. In keeping with declining commercial vacancy rates, commercial rents have increased for Blocks 1 and 2, while only incomplete rent data are available for Block 3 (see Table 12).

Table 11 – Downtown Gilroy Core Commercial Inventory, 2013-2023

Year	Block 1: 4 th – 5 th Streets			Block 2: 5 th – 6 th Streets			Block 3: 6 th – 7 th Streets		
	Total SF	Vacant SF	Percent Vacant	Total SF	Vacant SF	Percent Vacant	Total SF	Vacant SF	Percent Vacant
2013	137,537	25,752	19%	128,378	8,000	6%	48,637	1,795	4%
2014	137,537	26,680	19%	128,378	12,964	10%	48,637	1,795	4%
2015	137,537	25,580	19%	128,378	13,245	10%	48,637	700	1%
2016	137,537	19,790	14%	128,378	3,355	3%	48,637	1,795	4%
2017	137,537	1,750	1%	128,378	1,824	1%	48,637	500	1%
2018	137,537	8,050	6%	128,378	-	N/A	48,637	-	N/A
2019	137,537	5,944	4%	128,378	4,000	3%	48,637	-	N/A
2020	137,537	8,470	6%	128,378	3,300	3%	48,637	3,200	7%
2021	137,537	8,470	6%	128,378	-	N/A	48,637	-	N/A
2022	137,537	8,470	6%	128,378	3,406	3%	48,637	1,250	3%
2023 YTD	137,537	8,470	6%	128,378	3,406	3%	48,637	1,250	3%

Sources: CoStar 2023, Strategic Economics 2023

Table 12 – Downtown Gilroy Core Retail Rents per Square Foot by Block

Year	Block 1: 4 th – 5 th Streets	Block 2: 5 th – 6 th Streets	Block 3: 6 th – 7 th Streets
2019	\$18.12	-	-
2020	\$21.53	-	\$15.70
2021	\$17.35	-	\$15.00
2022	\$17.58	\$21.00	-
2023 YTD	\$20.22	\$21.00	-

Sources: CoStar 2023, Strategic Economics 2023

Retail Sales Trends

Although rents and declining vacancy rates would suggest that Downtown business activity has been relatively strong, retail sales data do not show the same trend. In 2016, the Core Downtown generated a total of approximately \$16,629,000 in retail sales revenues (adjusted for inflation) with an average of \$57.42 in sales per square foot of occupied space. By 2021, the most recent year for which data are available, total sales had declined to \$12,840,000 with average sales per square foot dropping to \$41.95. This represents a 23 percent decline in overall sales (see Plate 15). However, Blocks 2 and 3 had 34 percent and 35 percent declines in sales, respectively, while Block 1 sales increased by 65 percent. In general, retail sales in the Core Downtown are extremely low. According to Collier's outlook report for 2021, the national average retail sales per square foot was \$204, although it is important to note that retail sales in many downtowns and other retail districts across California have declined in the years before the pandemic.

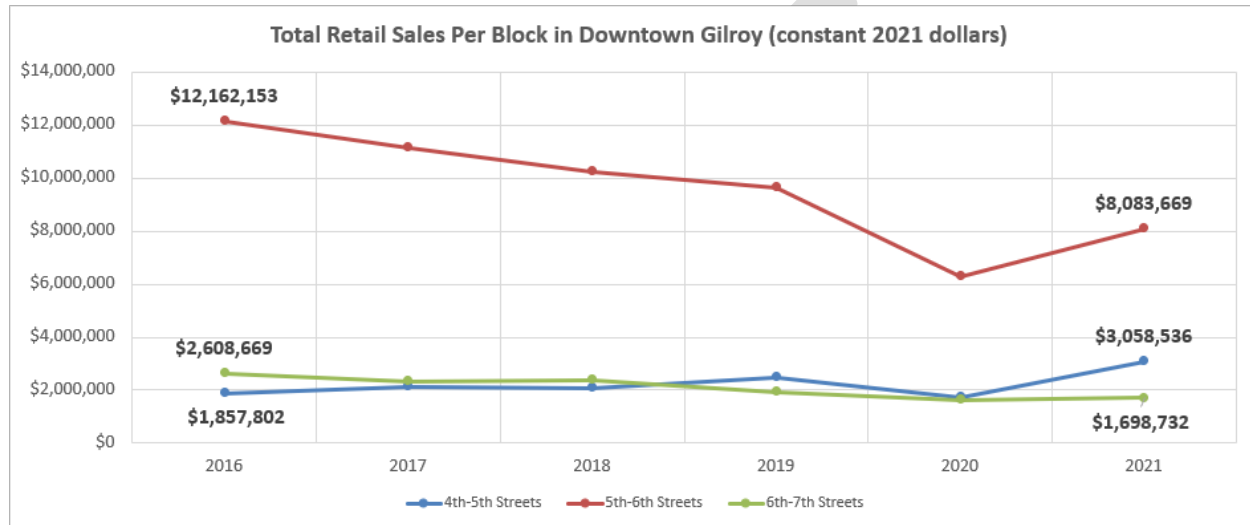


Plate 15: Total Downtown Core Retail Sales per Block: 2016-2021

However, when considered on a per establishment basis, individual businesses appear to have had stronger sales in 2021 than in 2016. As Table 13 shows, retail sales per establishment have increased by 15 percent overall since 2016 with significantly larger increases in Blocks 1 and 2. Each block also had a different relationship between the total number of establishments and sales per establishment, suggesting some possible market culling. Block 1 had a five percent decrease, or a loss of two establishments over the five-year period, but sales per establishment increased by 73 percent. However, Block 1 average sales per establishment were well below the total core average in both years. In contrast, Block 2 had a much more significant decrease in the number of establishments, losing 43 over the period, but the businesses operating in 2021 show a 53 percent increase in sales. Block 2 also had the highest sales per establishment and the by far highest overall sales of the three core blocks in 2021, despite having five fewer establishments. Overall, Block 3 had the fewest establishments in both years, but this is the only block that added establishments over the five-year period. Despite the increase in establishments, however, sales per establishment declined by almost 50 percent. In addition, Block 3 went from having the highest sales per establishment in 2016 to having average sales per establishment in 2021.

Table 13 – Downtown Core Retail Sales by Block: 2016, 2021 (Constant 2023 dollars)

Year	2016			2021			%	%
	Sales	No. of Estab	Sales per Estab	Sales	No. of Estab	Sales per Estab	Change in Estab	Change in Sales
Block 1	\$1,857,802	40	\$46,445	\$3,058,536	38	\$80,488	-5%	73%
Block 2	\$12,162,153	76	\$160,028	\$8,083,669	33	\$244,960	-57%	53%
Block 3	\$2,608,669	11	\$237,152	\$1,698,732	14	\$121,338	27%	-49%
Total Core	\$16,628,624	127	\$130,934	\$12,840,937	85	\$151,070	-33%	15%

Note: Estab = Establishments

Sources: Avenu Insights & Analytics, 2022, City of Gilroy 2022, Strategic Economics, 2023

A store-by-store analysis of sales is not possible due to confidentiality issues; however, it does appear that restaurants may be helping to bolster overall sales, especially on Block 2. Although the number of restaurants on this block did decline from 16 to 10 between 2016 and 2021, this is a smaller business decrease than the block experienced overall. Also, restaurants went from accounting for 20 percent of total businesses on the block to 30 percent of businesses on the block.

Changes in Future Downtown Retail Activity

In the future, the Core Downtown is unlikely to add any new commercial space unless existing buildings are demolished and rebuilt with a net increase in commercial space. However, reinvestment in Downtown is occurring. This includes existing retail spaces being remodeled and, in some cases, upgraded to accommodate new businesses, as well as seismic retrofitting of commercial spaces and upper story residential units. Although the total square footage currently permitted for either a remodel or seismic retrofit is not available, 11 existing building permits have been issued for buildings in the Core Downtown. As Plate 16 shows, the majority of these permits have been issued for spaces that are intended to accommodate new food and beverage related activities, a trend that is consistent with what is occurring in many other downtowns that are attempting to reestablish themselves as destinations for both local residents and visitors coming from a larger area.

While there has been some concern in the community that these projects are not actually moving forward, City staff indicates that PG&E has been very slow in responding to individual requests for the power upgrades necessary to support these new businesses. In fact, PG&E is having trouble meeting demand for new meters and other service upgrades for buildings all over the Bay Area and other California utilities are experiencing similar challenges. It is understood that the State is well aware of the problem and working on finding solutions.



Downtown Core Building Permit Activity

- Existing Business
- Remodel - New Food and Beverage Establishment
- Seismic Retrofit

Plate 16 Current Downtown Building Permits by Activity Type

Downtown Parking and Retail Sales

With 995 parking spaces and almost 315,000 square feet of commercial space, the Core Downtown has a parking ratio of 3.16 parking spaces per 1,000 square feet of total built space. Although this is a lower parking ratio than that of many shopping centers, this ratio is more typical for a downtown setting, where customers come to this location as much for an “experience” as to make a purchase, eat a meal, or meet friends for a drink. In addition, the number of parking spaces in the Core Downtown has not varied over the past ten years, and yet the number of businesses and total retail sales has fluctuated considerably. This appears to indicate that the Core Downtown has room for sales growth without triggering an immediate need for additional parking.

Retail Findings

The following findings summarize the retail conditions in the Core Downtown and their relationship to parking demand.

- The total commercial real estate supply in Downtown Gilroy has remained constant over the past ten years.
- In recent years, vacancy rates have been declining.
- Total retail sales in the Core Downtown area began declining several years before the pandemic, as has been the experience of many downtowns and other retail districts across California.
- Most of this sales decline appears to be caused by the number of businesses in the Core Downtown. There were 15 percent fewer businesses in the Core in 2021 than there were in 2016.
- On average, individual businesses had considerably higher sales on two of the three blocks in the Core in 2021 than they did in 2016. This suggests that the most robust businesses are doing relatively well, and that older, less productive businesses may have closed down, creating space and opportunity for new retail activity.
- Based on building permits, it appears that the Core Downtown is posed to add multiple food and beverage related businesses. This focus is consistent with what is occurring in many other downtowns to reestablish themselves as destinations for both local residents and visitors coming from a larger area.
- The Core Downtown has a parking inventory ratio of 3.16 spaces per 1,000 square feet of commercial space. This parking supply has not changed since 2016 and yet Downtown’s retail sales generally declined over that period. This indicates that a lack of parking supply is probably not the cause of Downtown’s declining sales, and that Downtown has the capacity to grow without necessarily triggering an immediate need for additional parking.

Parking Management Strategies

This chapter provides a description of proposed parking strategies designed to improve the availability and convenience of parking in downtown Gilroy. The recommendations were informed by observation of parking behavior, as well as input from City staff, the residential and business community, property owners, and other local stakeholders.

Included in this chapter are a diverse range of strategies to increase supply, better manage demand, adjust parking policies related to new development, and finance components of the parking program. The strategies are generally organized in two phases. The first phase represents the most immediate, low-cost strategies, with the second and third phases being implemented only if deemed necessary or if more parking challenges arise as the downtown grows.

Parking Management Principles

Historically, a city wishing to "solve its parking problem" in a high-demand area has generally resulted in increasing the supply of off-street parking. However, simply increasing supply does not fully address the core problem of concentrated demand, in which on-street spaces at select locations are consistently oversubscribed while nearby off-street spaces remain underused. The goal of parking demand management is to manage demand for curb spaces to ensure availability and maximize vehicle turnover for businesses, while also optimizing use of the existing off-street supply to meet a variety of parking needs such as employee parking for businesses, safety for users and residents, and convenience for visitors.

Effective parking management strategies can result in positive economic impacts for local businesses as they allow employees, residents, and visitors to better utilize the parking supply to shop, dine, or recreate.

As downtown Gilroy continues to evolve its parking needs will change as well. This plan includes techniques to address current challenges in a phased approach to minimize the amount of effort needed to properly manage the parking supply. In particular, a parking management approach is proposed that emphasizes more efficient utilization of the existing supply and recognizes the interconnectedness of on- and off-street parking management.

In recognition of these considerations, the following goals and objectives informed the development of parking management recommendations for downtown Gilroy.

- Establish a "park once" philosophy by managing downtown parking as a single, integrated system that makes it convenient for motorists to park and easily access all destinations.
- Make the most efficient use of all existing parking resources including on-street, off-street, public, and private spaces.
- Ensure parking facilities adequately accommodate the consistent peak period demand along Monterey Street and in the Core Downtown area.
- Establish parking regulations that encourage motorists to stay and enjoy downtown.
- Support the ability of local employees to find parking but discourage them from parking in "prime" on-street spaces.
- Ensure proper policy and enforcement to help prevent "spillover" parking from high demand commercial areas into adjacent residential neighborhoods.
- Endorse parking management practices that support downtown economic development.
- Provide strategies that recognize and properly incentivize the differing needs of long-term and short-term parkers.

- Embrace new parking technologies where appropriate to maximize customer satisfaction as well as to foster enhanced parking data management and analysis.
- Provide flexibility to decision makers and City staff to adapt to seasonal and long-term changes in parking demand.
- Enforce existing and future parking restrictions to improve parking turnover near downtown businesses.
- Implement improvements to make people feel safer visiting the area.

Overview of Potential Parking Strategies

Parking Management Strategies

The parking strategies described below represent a toolbox of measures available to the City. As noted above, they are broken into two phases to prioritize their application. The slate of strategies in the first phase are recommended primarily because of their relative ease of implementation. These strategies require comparatively little management and may by themselves result in an acceptable parking system for the City. The first phase strategies are, however, limited in their effectiveness to manage parking demand and if the City finds they do not create a satisfactory parking environment, phase two strategies are available. Phase two measures can be significantly more effective in managing parking demand and are primarily cost-neutral, but they require continual oversight to function well. Table 14 shows a summary of these strategies and ratings of their relative effectiveness in managing parking demand, cost, and ease of implementation.

Table 14 – Summary of Parking Management Strategies

Strategy	Effectiveness	Cost	Ease of Implementation
Phase 1			
Parking Wayfinding	1	5	5
VTA Parking Lot	2	3	4
Shared Parking Agreements	3	2	2
Mobility Information	3	3	4
On-Street Time Restrictions	3	5	5
Parklet Design Standards	2	5	5
Leasing Parking Spaces	2	5	4
Phase 2			
Parking Enforcement	4	2	3
Downtown Ambassador	5	3	4
Bicycle Parking	2	4	4
TDM Measures and/or Fees	3	4	2
Transportation Management Association (TMA)	4	4	2
Parking Benefit District	4	4	2
Special Event Vehicle Valet Parking	5	3	3
Special Event Bike Valet	2	4	3
Parking Pricing	5	3	1
Unbundled Parking Pricing	2	5	3
Resident Meter Permits	4	3	2
Residential Parking Permit	4	3	3
Employee Permits	4	3	2
EV Parking Stations	4	2	3

Note: sliding scale where 1 is "Least Desirable" and 5 is "Most Desirable"

Regardless of the phase, some strategies work best when paired together (e.g., shared parking and improved wayfinding). Given the varying nature in which strategies can be employed, each of the strategy descriptions below includes case studies detailing how strategy costs can differ based on previously implemented programs in other cities.

Parking Financing Strategies

In addition to strategies aimed at *managing* parking resources, there are also a host of strategies for *financing* parking and mobility improvements. Table 15 summarizes the funding sources used to pay for the various funding case studies described in each of the detailed strategy descriptions provided in the following section.

Table 15 – Summary of Parking Financing Strategies by Funding Source

Federal	State	Regional	Other Entities
SMART Grants	State Highway Funds	MPO and CMA Grants	Non-Profit Tourism Agency
ARPA Grants	Infill and Instructure Program	MTC Parking Management and TDM Grant	Sharing of private parking
Congestion Mitigation and Air Quality (CMAQ) Grants	Department of Health and Human Services	Priority Development Area Parking Policy Technical Assistance	Profit Sharing with Private owners
US EPA Grants	California Energy Commission Funds	MTC Climate Initiatives Grant	Energy Corporations
Other Federal Funds	Strategic TDM Grant Program	Federal RAISE Grant	Chain Grocery Stores
		Bay Area Air Quality District	Downtown Businesses
			Bike Coalitions/Non-Profits
			Developers
Local			
Parking Revenue Bonds	Special Service Districts (e.g., BID)	Special Taxes/Tax Revenue	Parking Revenue - Meters
Joint Development	Parking Lot District/Parking Management District	TDM Fees	Parking Revenue - Permits
General Fund Budget Allocations	Parking Business Improvement District (PBID)	Downtown Parking and Enhancement Fund	Parklet Revenue - Permits
City Department-Based Allocations	Community Benefits District	Parking Revenue - Tickets	Zoning Reform/Code Requirements

A key finding from the case studies is that cities often combine multiple funding sources to implement their parking strategies. In addition, the case studies demonstrate that there is a synergy among possible combinations of parking tools and funding mechanisms. This combined approach to both the tools and funding sources used by other cities indicates a benefit to taking a holistic approach to preparing and implementing parking strategies. Recognizing the interconnectedness among parking tools and integrating them into a single holistic framework presents an opportunity for local governments to think creatively and prepare proactively for existing and possible funding strategies.

Each funding source is unique and comes with its own set of conditions; however, funding sources can be broadly characterized into two categories – opportunistic and proactive. Opportunistic funds are generally one-time grants from another level of government. Some grant programs, such as ABAG's One Bay Area Grants program (OBAG), are available periodically, but many other grants, especially from the state and federal government, are only available in conjunction with a specific program or appropriation, such as the recently passed Inflation Reduction Act. To apply for such grants, cities must have an adopted plan for how the funds will be used, and the grants are often highly competitive. Because these grant sources are not always available, cities must be ready to take advantage of these grant programs when the grants are offered. While grants can be a helpful funding source, these also have some drawbacks. First, grants are not always available when cities need funding. Second, cities need to have completed or be ready to complete a plan to demonstrate their need for the grant. Therefore, if the city is not prepared to take advantage of a particular grant program, the city can lose out on the opportunity.

This is why cities often use their own proactive funding source, such as local assessments or fees, to pay for parking tools. Through planning and community outreach, cities can proactively plan for when and how they will start generating revenue from these local sources. The other advantage to these local proactive funding sources is that they can be ongoing, unlike one-time grants. This is particularly important for parking programs that require ongoing administration, operations and maintenance. Many cities use a combination of opportunistic one-time

grants for any capital costs associated with a parking program and local proactive sources for ongoing operating costs.

Parking is managed at the local level; however, if local governments can demonstrate a creative integration of parking tools within larger innovative transportation projects, they can be eligible for federal, state, or regional funding. At the federal level, parking can be funded competitively as part of a smart mobility project or an innovative congestion mitigation or environmental quality improvement project. Often federal funds are funneled through the State and become part of the state's ongoing infrastructure improvement program. Both state and federal dollars can be funneled through regional governments through competitive one-time opportunistic grants. It requires active preparation and planning on the part of the local governments to apply for such competitive grants and take advantage of them whenever they become available.

Of all the sources, local proactive funding represents the largest pool of resources available to pay for parking tools. Parking strategies can be funded by setting up special service districts such as Business Improvement Districts, Parking Lot Districts, Community Benefit Districts, etc. Parking pricing through parking meters and parking enforcement are both parking management tools as well as revenue generating mechanisms. Cities can also indirectly fund certain parking tools using local policy levers such as modifications of parking minimums and zoning code reform, but in this context such options are largely not applicable due to AB 2097 having prohibited minimum parking requirements in most of the downtown. Local public funds can also be supplemented by private contributions from local businesses, non-profits, and developers to bridge gaps and introduce cost-sharing opportunities while implementing citywide parking strategies.

Phase 1 Strategies

Parking Wayfinding

Description

Gilroy can install highly-visible parking direction signs near high occupancy areas to better direct motorists to the nearest underused public, off-street parking lot. The signs should be in line with public standards (e.g., the use of a large "P") and be consistent with the *California Manual on Uniform Traffic Control Devices*. If public-private shared parking agreements are established, they should include appropriate signage notifying motorists of the hours of availability. Plate 17 shows an example of a current parking lot in the city of Sonoma that is available to the public at certain hours.



Plate 17 Example of shared use of a private parking lot



Plate 18 Example of temporary wayfinding signs

Wayfinding signage can also be pedestrian-oriented to help direct people on foot to and from parking facilities as well as provide information regarding the proximity of destinations. By doing so, motorists may be more willing to park in slightly less convenient lots, knowing that their destinations are close. Plate 18 shows an example of a temporary wayfinding signage program in the City of San Jose.

Cost Case Studies

The costs associated with wayfinding systems can depend significantly on the technology used to build them with static signage being considerably cheaper than real-time electronic signage.

High

A high-cost parking wayfinding system includes digital and electronic signage, smart parking guidance systems which display real time information about available parking stalls, find-my-car-via-license plate kiosks, and GPS services. Such wayfinding systems have an integration of hardware and software that equip visitors with real time locational information leading to efficient usage of parking spaces.

Examples include the automated parking guidance system, Park Assist, used at the Seattle-Tacoma Airport. It has 12,000 stalls across eight floors and cost \$22.9 million to implement. Berkeley's Center Street municipal garage in Downtown Berkeley uses a system that can indicate the location of open parking spaces and direct drivers towards them. It includes 72 parking spaces, 350 bike-parking spaces, and 20 electric vehicle charging stations. The entire project, which included the demolition of a five-story building and its replacement with an eight-story state-of-the-art parking garage, cost the city \$38.5 million. The Berkeley Center Street municipal garage was funded through parking revenue bonds issued by the Berkeley Joint Powers Financing Authority in 2016.

Medium

A medium-cost parking wayfinding system includes a combination of digital parking signage and traditional static signs. Existing static signs can be augmented with some real-time information to help visitors make better decisions.

For example, the City of Durham, North Carolina, is experimenting with the augmentation of static signage and real-time information. Real-time information is available online through the Durham Park Me website and the Park Durham webpage of the City of Durham's Transportation Department.

Low

A low-cost parking wayfinding system would include traditional static signs. These signs can be enhanced using a mix of font and color. It is desirable that such parking wayfinding systems not require much maintenance.

In 2007, the City of Durham had traditional static signage for wayfinding in its downtown area, including signs for pedestrian and vehicular traffic. The cost to implement the wayfinding program was over \$120,000, including approximately \$6,000 for a local firm to design the signs. This effort was funded partly through state highway funds for signage on state roads and a commitment of \$80,000 in city funds to install and maintain signs on city streets.

Funding

Funding for wayfinding generally requires a combination of local resources and grants from metropolitan planning organizations or state governments. Below are some examples of how wayfinding programs were funded:

- Oakland's Uptown Wayfinding Signage Pilot Project was funded by the California Department of Housing and Community Development's Infill and Infrastructure Program. The first phase of the project in 2014 was put together by interested stakeholders including Visit Oakland and the Lake Merritt/Uptown BID. The second phase was funded in 2019 through a federal Transportation Investment Generating Economic Recovery (TIGER) grant secured by BART. The plan included static wayfinding signs and kiosks designed through a civic engagement initiative and integrated with Visit Oakland and City Parking Garage efforts.
- Several cities were awarded grants that included a wayfinding component in 2015 through the Metropolitan Transportation Commission's (MTC) Parking Management and Transportation Demand Management Grant Program, including:
 - The City of Hayward received \$338,000 for its Comprehensive Parking Management Plan. The project called for wayfinding systems to help orient drivers to parking areas.

- The City of Oakland received \$1.3 million for the Oakland Demand-Responsive Parking and Mobility Management Initiative to augment an existing pilot project. This project included demand-based pricing programs, new signage, and wayfinding to communicate parking time limits and pricing.
- The City of Clinton, North Carolina, received a grant of \$11,250 from the North Carolina Department of Health and Human Services in 2016 to purchase 12 parking lot identification signs and two trailblazers (signs that direct pedestrians and motorists to local places of interest) as part of an existing downtown wayfinding system.

VTA Lot

The Santa Clara Valley Transportation Authority (VTA) owns a large parking lot that is reserved for use by Caltrain and VTA bus riders. The lot is currently underused with occupancy rates of 28 percent and 14 percent during the Thursday and Saturday peak hour, respectively. Prior to the pandemic, occupancy rates reached as high as 63 percent, indicating that if transit ridership levels return to pre-pandemic levels, there will still likely be a considerable number of vacant spaces. VTA plans on redeveloping large areas of the existing parking lot at some point in the future, but the timing and nature of that redevelopment is at this point uncertain. Before the parking lot is redeveloped the City may be able to coordinate with VTA and arrange for use of available spaces for overflow parking during events or potentially open sections of it to the public during normal operations. The City could also pursue an agreement with VTA that could include reserving a portion of the lot for employee parking.

Shared Parking Agreements

Description

Currently, some on- and off-street parking in the Core Downtown is nearing or at capacity during both the Thursday and Saturday peak hours. When high occupancy like this occurs, opportunities to use all parking resources (private and public) to increase parking supply should be considered. Since some businesses in Downtown Gilroy do not operate during the evening or on weekends when parking demand is at its highest, this presents an opportunity to “share” parking resources.

Shared parking is one of the most effective tools in parking management. Since many different land uses (a bank and a bar or restaurant, for example) have different periods of parking demand, they can easily share a common parking facility, thereby limiting the need to provide additional parking. Shared parking policies do not treat the parking supply as individual units specific to particular businesses or uses, but rather emphasize the efficient use of the parking supply by including as many spaces as possible in a common pool of shared, publicly available spaces.

Shared parking agreements are arrangements between the City and private parking lot owners that provide for privately-owned off-street parking to be available to the general public during specified periods of time, usually when the parking lot is in low demand for its associated tenants. The agreement with the parking lot owner would stipulate the times during which public users may park in the lot and terms for compensation and operation. Compensation for the use of private lots may be made in the form of lease agreements that also outline specific provisions related to maintenance, operations, security, and liability (see more details below). Signage would also be provided to clearly indicate the times when the lots are available to the general public.

With the passage of Assembly Bill 2097 (AB 2097) cities and counties cannot require parking minimums for most land uses within a half mile of a “high quality” transit stop. Since the Gilroy Caltrain station meets the definition of a high-quality transit stop, most land uses in the study area from Fourth Street to Tenth Street can no longer be required to provide parking. AB 2097 also empowers cities and counties to require that any new parking that is created within a half mile of a high-quality transit stop be made available for public use. This allows the City of Gilroy to require new developments downtown to participate in a public-private parking lot sharing agreement if they plan on creating new parking, but this is at the City’s discretion.

Purpose

Shared parking agreements present an opportunity to increase the supply of publicly available off-street parking. They can bring multiple benefits to both private parking lot owners (to maximize the use and value of their parking lots) and the City, particularly since the cost of new parking construction in most cases exceeds the costs of shared parking agreements. In addition, the agreements allow for better use of existing resources and eliminate the opportunity costs of using downtown parcels for parking instead of active land uses. Shared parking agreements have the following benefits:

- Increase the supply of public parking that is easily accessible, especially in the Core Downtown during peak periods of demand.
- Create a more welcoming environment for customers and visitors because they do not have to worry about getting towed for parking at one business while visiting another.
- Reduce traffic associated with vehicles searching for vacant parking spaces.
- More efficiently use the existing parking supply and increase the ability to manage this supply as a cohesive unit.
- Can be implemented in a short timeframe.
- Better distribute parking demand away from the most popular on-street spaces.
- Reduce the potential for parking “spillover” into adjacent residential neighborhoods.
- Reduce costs, as the cost associated with sharing parking is less than construction of new supply.
- Provide new and/or increased revenues for private property owners.

The City should keep in mind that although there are numerous benefits to shared parking agreements, some private property owners may not be interested in participating in such agreements, especially non-local property owners (e.g., national banks). As such, it will be important for the City to approach multiple private lot owners and have a flexible, customized approach to negotiating conditions with each individual lot owner.

Implementation

Potential Lots

A review of private parking lots in the study area was conducted to determine possible partnerships that could be pursued. Lots were considered only if they had ten or more spaces, an occupancy under 50 percent during the Thursday and Saturday peak hours sampled and did not use the parking lot as part of their business (e.g., an auto repair shop). Some lots are more geographically desirable but may be more difficult to open to the public depending on ownership and land use. In some cases, there could be an opportunity to share a portion of the spaces available rather than the entire lot such as the House of Furniture & Mattress. Other parking lots, such as the Bank of America parking lot, may have enough spaces for a shared parking agreement, but maybe not a viable choice given that the agreement would need to be brokered through the bank’s national office. Based on this analysis, it was estimated that up to 423 parking spaces (excluding the VTA lot) could potentially be made available through public-private partnerships. Potential partnership opportunities are shown in Plate 19 and Plate 20. As the VTA redevelops its parking lot, the City may require the new development to share its parking (due to AB 2097).

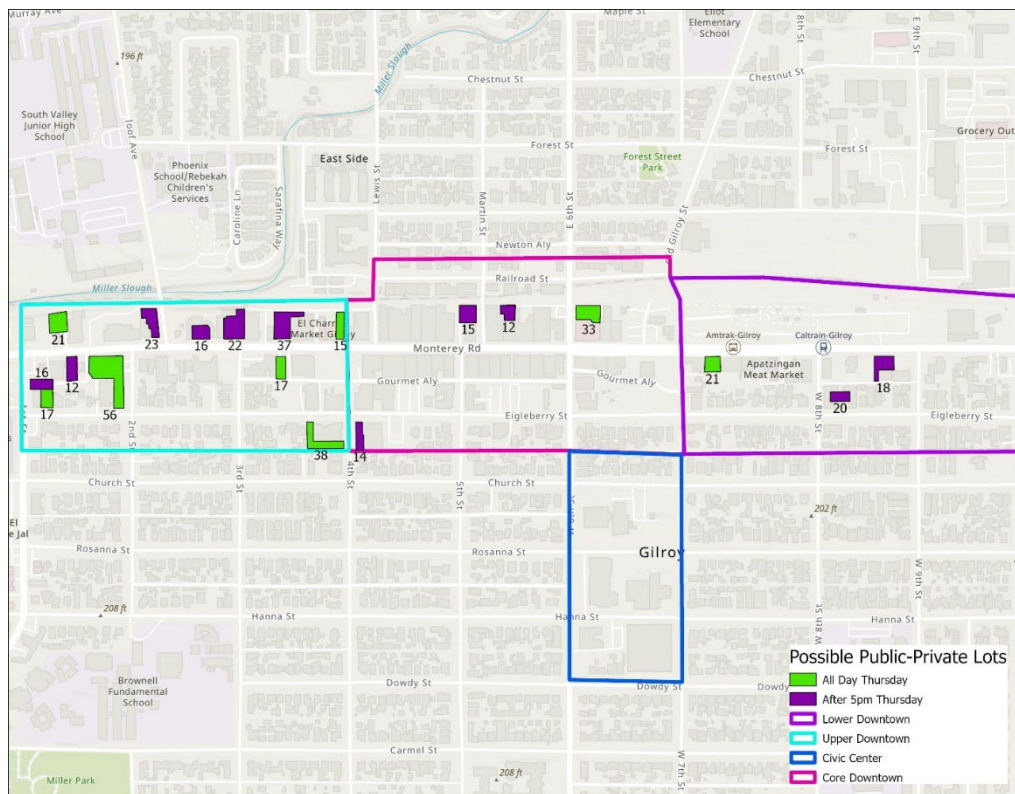


Plate 19 Potential shared parking sites and parking supplies– Thursday

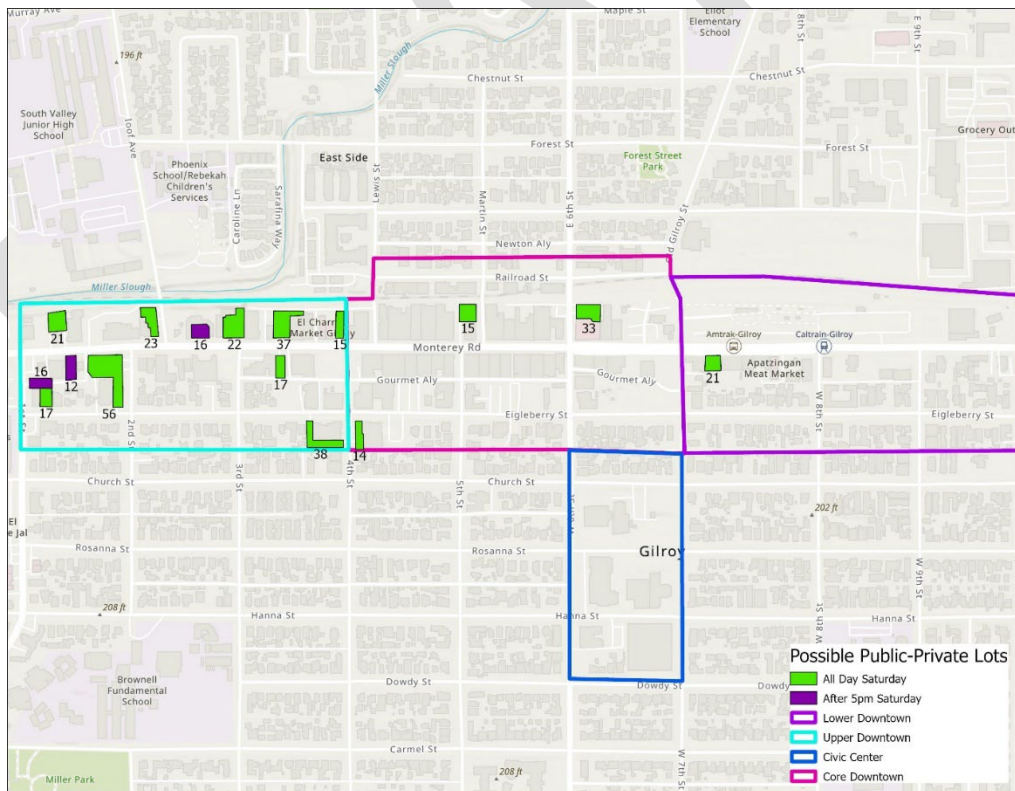


Plate 20 Potential shared parking sites and parking supplies – Saturday

Type of Public/Private Agreement

There are three potential types of agreements into which the City could enter with a willing private property owner, as follows.

- **Leasing of a private lot:** Under this arrangement parking spaces would essentially be “rented” from the property owner and the City would be entitled to establish regulations during “shared” use hours. Upgrades (lighting, striping, signage, etc.) could be made and the City would enforce compliance with regulations.
- **Private ownership, public enforcement:** Under this arrangement the private property owner would open their lot to the public and establish regulations (including any pricing). The owner could choose to charge for parking, depending on parking demand. The City would enforce compliance with regulations and collect citation revenue.
- **Third-party management:** The City could contract with a private company with experience facilitating shared parking arrangements instead of crafting and managing its own agreements. This company would also establish regulations (including any pricing).

For any agreement, the City or other appropriate organization would work with the property owner and/or tenants to address the issues that typically arise from such agreements, such as the following.

- **Financial compensation:** Some property owners may want to be compensated for use of their property. In such cases, spaces would need to be leased, as described above. While not free, the costs of such agreements would be far less than building an equivalent number of new spaces.
- **Liability:** Liability issues often emerge as a potential concern, yet these issues are typically addressed in standard liability coverage in any land use policy relative to property accessible to the public. In addition, liability can be more comprehensively addressed through well-written lease agreements that include provisions about requiring the lessor to maintain a good state of repair, meet Americans with Disabilities Act (ADA) access requirements, etc. and the lessee to provide adequate and appropriate signage for patrons and take actions to avoid overcrowding or other hazardous situations.
- **Operation and maintenance:** Ongoing costs associated with operation and maintenance are also a common concern. These issues should be addressed as part of the shared parking agreement and would depend on the scope of the shared parking arrangement between private and public users.
- **Displacement of tenants:** Displacement of current tenants’ customers is often a key concern. To address this issue, it is recommended that agreements should only be pursued with land uses whose peak parking demand does not occur during the evening or on weekends, which data indicates are the busiest times downtown. For example, the City could pursue agreements for church parking lots during weekdays when demand is typically lower or at the House of Furniture & Mattress store during evenings when it is closed.

Cost Case Studies

High

Costs are typically high when public agencies directly lease parking spaces from a private entity. It is important to consider the need (number of hours, number of spaces, etc.) and return on investment (per facility or the parking system as a whole) before opting for a high-cost shared parking agreement. Agreements typically include sharing of parking maintenance and enforcement costs.

The City of Sacramento has more than 20 shared parking agreements with privately owned parking facilities. Initially the city assumes the cost of upgrading the facility to meet regulations and to hire staff. When the lot begins to be profitable, the city starts paying itself back and once it breaks even, it can share profits with the private lot owner. The City of Sacramento typically assumes two models of shared parking - enforcement only where there would be no revenue sharing and private owners would give right of entry to the City, and full management, where the city manages the revenue collection, insurance, citations, branding, and maintenance of the parking facility.

Medium

In 2015 the Village of Oak Park, Illinois, had shared parking agreements for about 1,000 parking spaces around the Village center, around one-eighth of the Village center's total parking supply. The Village had standard agreements with the private lot owners where the Village maintained and snow-plowed the lots, managed the signs, installed payment technology, collected revenue when applicable, and enforced parking payment through the police department. The revenue collected was evenly shared between the village and private owners after subtracting administrative operations and maintenance costs. Joint operation of privately developed parking garages was considered as well.

Low

The most cost-effective option for cities is when private entities work with each other to lease parking. The role of the city is limited to facilitation of the agreement and setting parking standards/regulations. Such parking arrangements work well when adjoining uses and their parking demands are complimentary, especially where there is an excess of parking supply.

In the City of Walnut Creek 70 percent of the downtown parking supply is privately owned and managed by one operator, Regional Parking. It created opportunities for private owners and operators to capitalize on underutilized supplies after business hours. The city's role was limited to establishing and enforcing codes, such as ensuring proper signage. The city established a policy to determine who had the right to provide public-private shared parking, for a fee, and set standards for adequate signage.

Funding

Funding for shared agreements can come from a variety of sources. Some examples are listed below.

- Creating a Special Service District, such as a BID, that leases parking from the city.
- Requiring private owners/operators to make some/all of their parking publicly accessible through an ordinance or AB 2047.
- Reforming the zoning code to allow parking requirements to be met off-site.
- Establishing a Parking Lot District or Parking Management District to receive all parking revenue and finance improvements within the district.
- Implementing unbundled parking also provides opportunities for shared parking. In San Francisco, the Four Seasons has unbundled parking options for self-parking and valet parking that can be leased for monthly parking.

Mobility Information

Providing information on the mobility options available for people to get to downtown can encourage more people to not drive or to park in less congested areas. As previously mentioned, good wayfinding can make it more convenient for people to park farther away from their destination. In addition, providing information before people travel downtown on alternative transportation modes and the location of public parking lots can also be effective. The cities of San Luis Obispo, Walnut Creek, and San Jose have created websites that offer information regarding the location of public parking lots, the cost of parking, and parking regulations. The cities of Walnut Creek and San Jose also provide information on how to use transit, bikes, and other modes to get to downtown and their associated incentive programs.

Cost Case Studies

High

ParkSJ is the City of San Jose's downtown parking website that shows real time parking utilization data at different locations on an interactive map, along with information about rates and driving directions. The City of San Jose Department of Transportation recently received a \$2 million federal Strengthening Mobility and Revolutionizing Transportation (SMART) grant for a pilot project to create a detailed curb data portal to show parking regulations and use sensor data to monitor parking utilization. This website will also allow the visualization of historical use of curb space.

Medium

The City of Walnut Creek's Parking Downtown webpage gives information on parking meter rates, available garages, and an interactive map that shows parking costs for different locations based on parking duration. Walnut Creek received a Parking Management Grant of \$783,000 from MTC in 2016 to establish a "Parking Guidance System" that can track occupancy at all parking spaces on the city's streets and in public garages in the downtown and communicate real-time availability to drivers through dynamic signage. Their parking communication system includes a combination of sensors, mobile applications, public portals, and digital (dynamic) wayfinding signs.

The City of Walnut Creek also has a Downtown Parking and Enhancement Enterprise Fund which earned an estimated \$8.24 million in 2017 and spent an estimated \$7.8 million on machines and maintenance. In 2019, it included \$300,000 for a new Garage Management System and predicted an expenditure of \$500,000 between 2018 and 2027.

Low

The City of San Mateo has a parking webpage on the city's website. It includes static information about the availability of different types of parking and locations of garages. Its downtown on-street parking webpage includes rates for parking along with the location of possible parking areas. Parking can be paid for by using an integrated mobile payment application. This webpage does not provide real-time parking data or other navigation tools.

Funding

Based upon the level of complexity of the website, different funding sources can be explored.

- Federal SMART grants can pay for real-time information collection on the use of curb space.
- MTC grants can be used for a parking guidance system.
- Funding for parking websites can be paired with funding for parking wayfinding/guidance.
- Other sources include a parking fund which is designed locally to account for all the income and receipts from parking spaces.

On-Street Time Restrictions

Description

Currently, motorists are allowed to park for two hours between 9 a.m. and 6 p.m., every day, in some on-street spaces on Monterey Street, with no time limits in the public parking lots, except for the public parking lot at the intersection of Monterey Street/5th Street. Some business owners have asked for the time limits outside of their businesses to be raised or lowered.

Purpose

The primary purpose of a time limit is to encourage vehicle turnover in the highest demand spaces that front businesses, while ensuring that these spaces are not used for long-term vehicle storage. Free, time-limited on-street parking is routinely occupied by employees in many downtowns across the state, but the strategic use of time restrictions can encourage employees to park in less centrally-located spaces that are better suited to long-term parking. Effective time restrictions would incentivize employees to use public parking lots or less convenient spaces, particularly when paired with new shared off-street parking agreements or an employee permit program (see Phase 3 strategy).

Implementation

Vehicle duration data shows that roughly 80 percent of motorists parking in spaces with a two-hour time limit stayed for less than two hours, with ten percent staying between two and three hours. The remaining ten percent of vehicles stayed as long as twelve hours in some spaces, indicating that employee use of on-street parking is likely. Given that most motorists conform to the two-hour time limit, it can remain in place. However, to discourage employee use of high-demand on-street spaces, more spaces along Monterey Street should have time limits. Two-hour time limits should be retained along Monterey Street from Fourth Street to Seventh Street and four-hour time limits should be introduced from First Street to Fourth Street and Seventh Street to Tenth Street along Monterey Street; business owners may request different time restrictions in special circumstances. High-demand streets adjacent to Monterey Street should also have two- and four-hour time limits.

Cost Case Studies

The costs of simply changing signs to reflect new hours of restrictions and adding signs are relatively low, with the most significant costs coming from enforcement of time limits. The following case studies detail the costs of new enforcement technology.

High

In 2019, the Oakland DOT purchased five ALPR systems which efficiently enforce meter time limits for vehicles. They estimated a need for 16 pay-by-plate demand-based parking meter kiosks, which cost \$7,695 each, in the Lake Merritt area, or a total cost of \$250,000 (including construction costs) to install with a projected net meter revenue of \$1.5 million.

Medium

The City of San Bruno received a City/County Association of Governments (C/CAG) grant in 2016 to prepare a Comprehensive Downtown Parking Study. This grant came from the Priority Development Area Parking Policy Technical Assistance Program and offered the City \$110,000 to adjust its enforcement hours and enable employee use permits. The adjustments required installation of 186 smart meters, mobile payment setup, License Plate Recognition (LPR) enforcement vehicle and equipment, enforcement personal digital assistants (PDA) and signage at a total cost of \$228,240.

Parklet Design Standards

A parklet is a platform built out into an existing parking space and is used to create additional seating at a restaurant or café or create a small seating area for visitors. Many cities have adopted models in which the City and the interested party enter into an agreement where the party pays a fee to the City, maintains the area, and adheres to certain design standards. A parklet program can increase the effective square footage of businesses without them needing to remodel and can give residents and visitors a public area to use. Some parklets are reserved for customers of a specific business and others have been open to the public depending on the city and the parklet use. Design standards are needed to make sure the parklets are safe, aesthetically pleasing, and do not hamper emergency services. Parklet agreements and standards have been developed across the Bay Area in cities like San Mateo and Redwood City.

Once a parklet design standard has been adopted, parklets are best reviewed and approved on a case-by-case basis with the City weighing the placement of parklet in terms of traffic operations standards (e.g. sightlines), availability of parking in the immediate vicinity, and the likelihood of its use by patrons (e.g. restaurant seating). Given the abundance of available parking in the downtown currently, there does not need to be firm limit placed on the number of parklets, but future reviews of parklets should consider parking availability as land use density increases in the downtown.

Cost Case Studies

Placemaking through parklets can have significant economic benefits for restaurants. In San Francisco, parklets cost between \$2,000 and \$4,000 in initial fees, \$16,000 in construction fees, \$500 per year in maintenance, and \$280 to renew the permit each year. However, the parklet brings in about 15 to 20 percent more customers to a restaurant. By Fall 2022, the number of restaurants listing outdoor space in San Francisco grew 284 percent compared to pre-pandemic levels. The Shared Spaces Program Economic Impact Report for San Francisco notes that for businesses installing a parklet, average quarterly revenues grew by 29 percent, or \$56,000, in the year following the Parklet application date. Businesses in the same industry that did not install a parklet saw their revenues grow by only 10 percent on average.

At the city level, a parking space could generate higher revenues than a parklet, but a parklet ensures that residents and businesses make the highest and best use of available parking space. At the beginning of the year the City of San Francisco had set up new parklet standards requiring restaurants to give up parking spaces if it has more than two occupied by a commercial parklet.

High

In 2022, the City of Los Gatos authorized the issuance of grants to downtown businesses to assist in the construction of semi-permanent parklets in public right of way. The city allotted \$400,000 for up to sixteen parklets, taking up to a maximum of two spaces per parklet, in grants of \$25,000 to \$40,000. The City was also willing to pay up to \$3,000 per parklet for design customization. The grant program is based on the American Rescue Plan Act (ARPA) funds.

Medium

The City of San Luis Obispo approved a permanent parklet program that charges businesses \$6,760 per parking space per year along with a \$908 application fee and allows up to two parking spaces to be used per parklet. The fee structure was designed to cover parking revenue loss, weekly manual street sweeping, permit administration, inspections, and parklet tree-trimming. Without the parklet fees, the city would lose approximately \$264,000 in parking revenue each year that would otherwise be collected.

Low

In the case of the City of Burlingame, the city finalized the cost for businesses to operate parklets at a \$250 monthly cleaning fee coupled with a \$1,500 annual rental charge. This ensures that the increased maintenance requirements due to the parklet are not a burden to the city.

Sources of Funding

Designing and implementing parklet standards requires active collaboration between various government agencies. The San Francisco Parklet Manual was created by the San Francisco Planning Department in close collaboration San Francisco Public Works, the San Francisco Municipal Transportation Agency, and the Mayor's Office on Disability. Management of the program can be absorbed into existing staff resources. The payment for the design standard could come from revenue generated from running the program or through grants.

Leasing Parking Spaces

Existing public parking spaces, either on-street or off-street, can be leased out to users such as food trucks as a way to both manage their usage and raise funds for other parking management programs. Similar to a parklet program, the user would pay a fee to the city to use specific parking spaces and be required to follow certain rules about safety, cleanliness, and hours of operations. The agreements can be used to better manage food trucks by requiring them to operate in certain areas and at certain times. Some business owners have voiced concern about food trucks taking away business, taking valuable parking spaces, or creating trash. In addition, food trucks can impede traffic operations on certain streets (e.g. limiting sightlines). To minimize vehicle congestion or potential pedestrian conflicts from queuing, it is recommended that food truck spaces be located on less busy side streets, perpendicular to Monterey Street. Requirements can also include provisions related to cleanliness, noise, or other factors and can require the food truck operators to either respond to those complaints or be moved to a different location. Special permits or leases can be made for events.

Phase 2 Strategies

Parking Enforcement

Description

Parking enforcement has evolved over the years as the transportation field as a whole has become more heavily influenced by technology. While parking enforcement has traditionally been conducted on foot and with chalk markings on tires, there are several more modern innovations to assist in making enforcement more time- and cost-efficient. One of the most recognized technologies is Automated License Plate Recognition (ALPR). ALPR is a camera system (typically mounted to a vehicle) that takes pictures of license plates and uses a computer algorithm to determine whether a vehicle is in violation of the posted regulation. ALPR is an increasingly prevalent enforcement practice and has been adopted by many jurisdictions because it offers the potential to reduce staff and labor costs, resulting in long-term savings.

Purpose

The primary purpose of parking enforcement in an area with time limits is to ensure that there is a proper turnover of vehicles, particularly in retail districts where it is not desirable for long-term parkers (e.g., employees) to occupy prime, store-front parking. The turnover of vehicles can be critical to the economic success of a downtown and a consistent pattern of parking enforcement, even on a limited schedule, can have a profound impact. The use of modern technology such as ALPR can make parking enforcement a cost-effective option. Enforcement is not meant to be used to raise revenue or be cost neutral, but to create the desired parking behavior by enforcing parking time limits.

Implementation

Frequency

As noted above, parking enforcement can have a significant effect on parking behavior. From a motorist's perspective, an enforcer does not need to be seen often to demonstrate that enforcement is being conducted. To manage costs, initial enforcement of parking regulations can be conducted infrequently with it occurring two or three days per week. With an ALPR system, an enforcement sweep of downtown Gilroy could last less than an hour. If enforcement is not currently being conducted, it is advisable to issue warnings to motorists during the first month as the intent of the policy is to better manage curb spaces, not to be punitive.

Privacy

User privacy is a common concern that often arises from the use of ALPR, with some motorists worried their vehicle information could be used or distributed without their consent. If ALPR or other such technology is to be employed in Gilroy, it is recommended that the City develop a policy regarding the security and use of data collected. The San Francisco Municipal Transportation Agency has an effective two-page policy that could serve as a guideline to the City; a copy is provided in Appendix C. By incorporating a privacy policy into a revised enforcement approach, the City can both address potential concerns and demonstrate that it is using new parking strategies strictly for their intended uses.

Improving Safety

According to Gilroy's Chief of Police, parking would need be enforced by a new full-time police officer. When not enforcing parking time limits, this officer could assist people with safety and police issues throughout the downtown. This would serve to make downtown a safer, more attractive place for visitors and would support businesses by helping visitors feel safer parking their vehicle and visiting the area at night.

Cost Case Studies

High

In 2023, the average annual pay for a Parking Officer in Los Angeles was \$40,214 a year. Parking officers perform a wide range of duties such as responding 24/7 to requests for traffic control assistance, managing traffic in emergencies and during signal outages and public demonstrations. They also address abandoned and stolen vehicle complaints, respond to requests for service from residents, and enforce violations. In 2015, the City of Los Angeles collected \$148 million in gross parking ticket revenues, of which the city could spend only \$41 million, while the rest was spent on administrative overhead costs.

Medium

The City of Berkeley's parking enforcement team is an example of a medium-cost parking enforcement strategy. The City of Berkeley has approximately 20 parking enforcement officers. They issued 119,075 parking citations in 2021, which generated more than \$3.5 million in parking fees for the general fund. In 2020, the City Council was considering shifting traffic and parking enforcement duties from the police department to unarmed civil servants within a new Department of Transportation to create a more racially just parking enforcement system.

Low

An example of a low-cost parking enforcement strategy is the City of San Mateo's parking enforcement team. The City of San Mateo saw an increase in parking citations after the pandemic. Its parking enforcement was earlier being handled by the San Mateo Police Department's Traffic Unit. However, to keep up with the increase in demand post-pandemic, the City partnered with LAZ parking to opt for a hybrid staffing approach between the City and contracted staff in order to increase enforcement. The City of San Mateo's parking operations are

considerably larger than those of Gilroy and include on-street paid parking. As such, the total City contract in 2022 with LAZ was \$975,000.

Funding

Parking enforcement can be an expensive strategy because it involves hiring a new officer. It is expected that the revenue that could come from parking tickets would be relatively limited. The most reliable sources of funding would be a Business Improvement District (BID) in which fees are levied on existing and/or new uses.

Downtown Ambassador

Downtown ambassadors are typically employees hired by the City or a downtown business association to create a safer and more enjoyable experience for visitors and employees. These employees are not law enforcement officers and do not wield police authority. Instead they are intended to help keep the area clean, help direct visitors, and notify the police if an unsafe or illegal activity occurs. Ambassador programs have been used across the country for several years and in California communities such as Santa Cruz and San Luis Obispo. The City of Santa Barbara has been operating a Downtown Ambassadors program since 2017 and has been a critical resource for visitors both in terms of supplying general information and also connecting homeless individuals with local assistance organizations. .

Cost Case Studies

High

The San Francisco Community Ambassadors Program works with residents and businesses in areas such as the Tenderloin to build relationships and create a sense of safety and visibility on city streets. The program was founded by the city in 2010 to create a sense of community safety. Starting with about 10 ambassadors, the program has now grown to more than 50 ambassadors across a dozen communities. It relies on people from their own neighborhoods and operates in conjunction with the City's Office of Civic Engagement and Immigrant Affairs. A budget of \$3 million annually funds the Community Ambassadors Program. It is a non-law-based community safety approach for neighborhoods. Training for such community ambassadors includes violence prevention, homelessness and mental illness sensitivity, trauma-informed de-escalation practices, CPR, and first aid.

Medium

King Street in Charleston, South Carolina, has a Business Improvement District (BID). The BID imposes a fee on all commercial businesses on King Street and is managed by a group of businesses which form the Charleston Downtown Alliance. The fee is assessed at 1.13 percent of the value of a commercial property and the funds are collected by the alliance and spent within the BID's boundaries in addition to expanding existing services provided by the city. It has recently approved its first budget which includes \$1.1 million for improvements. One of its priorities is to also establish an "ambassador" program that will traverse the street, assist in trash pickup, give tourists directions, and communicate with homeless populations. The BID has committed \$430,000 towards a contract and five ambassadors are currently being trained. About \$730,000 of the BID's budget comes from the fee imposed on businesses and the rest comes from fundraising efforts. The city has set aside two parking spaces for vehicles used by the ambassadors, expecting to cost the city about \$4,000 because of lost revenue. Assisting the BID's effort to provide street ambassadors is an example of a medium cost program.

Low

In 2022, the City Council of Oakland allocated \$464,000 to the Downtown Oakland Association Community Benefits District to deploy a nighttime civilian ambassador program to offer guidance and safety to visitors as a physical on-street presence. Another \$315,000 was offered to the Shop Safe Oakland Initiative to expand the daytime civilian ambassador program that offers grants to store owners to improve their security, lighting, and expand coordination between police and commercial organizations.

In 2021, a safety ambassador program was launched in the Castro/Upper Market Community Benefit District (CBD) of San Francisco as part of its community collaborative “Castro Cares” program. The program is funded through a \$413,245 Castro Cares grant from the San Francisco Office of Economic and Workforce Development (OEWD). It received another Castro Cares grant of \$215,000 from the CBD to provide foot and vehicle patrols through uniformed armed officers. These special patrol officers are scheduled to work on Fridays and Saturdays from 9 a.m. to 9 p.m. and Sunday and Monday from 9 a.m. to 5 p.m. The Castro CBD is funded through an assessment fee on property owners in a designated area which is used for improvements within that area.

Funding

There are several ways to fund a Street Ambassadors program. A department of the city could provide a grant/general fund allocation for the project or could support this program with nonmonetary benefits, like parking spaces. For example, in the case of the Castro neighborhood there is a CBD that funds a safety ambassadors’ program while the OEWD grant adds to the existing program by providing unarmed patrol officers during the daytime. In other instances, the private sector can initiate a policy of street safety ambassadors and the city can provide parking spaces or minor support to assist the program.

Bicycle Parking

Description

Every bicycle trip begins and ends with bicycle parking. It is important to provide user-friendly, secure, and convenient bicycle parking that is highly visible and close to popular destinations. This strategy aims to provide bicycle riders with secure storage downtown, create a more welcoming environment for potential bicycle riders, and encourage bicycle trips as an alternative to automobile trips. There is a range of different kinds of bicycle parking that can be considered including inverted u-racks, post and ring, wheel well secure, on-street “corrals”, and lockers (longer-term parking, typically for employees). Plate 21 shows an example of inverted U bicycle parking.



Plate 21 Example of inverted U bicycle

parking Purpose

There are multiple benefits to providing bicycle parking, such as the following.

- Increase visibility of bicycling as a mode and encourage bicycle travel.
- Create additional customer parking capacity and attract bicycle customers (particularly to certain businesses such as coffee shops).
- Maximize usage of on-street spaces (on-street corrals offer approximately eight bicycle parking spaces for one vehicle parking space).
- Can be implemented at a relatively low cost.
- Provide space efficiency and is especially effective when implemented at special events, where vehicle parking is limited.
- Provide a cost-effective way to attract visitors to Downtown (with inverted u-racks costing roughly \$200 and bike lockers costing \$2,000 to \$3,000).

Implementation

Bicycle Parking Locations

There are currently many on-street bicycle parking facilities downtown, most of which are not well used. Given this current lack of use, new bicycle facilities should be added only on an as-needed basis, such as when a business owner requests a bike rack outside of their business. New and existing facilities should be properly signed so users know where the bicycle facilities are located.

When installing public bicycle parking, the following guidelines are recommended to ensure that facilities are accessible and can be properly used by bicyclists. Precise placement and spacing standards are provided in the Association of Pedestrian and Bicycle and Professionals *Essentials of Bike Parking*, 2015.

- Site Selection and Planning
 - a. Place near high-demand locations, otherwise bicyclists may use trees or street furniture.
 - b. Site along existing/future bicycle routes and natural “desire” lines for bicyclists.
 - c. Include in high-traffic areas with strong visibility and “passive” surveillance.
 - d. Place near entrances/exits in off-street locations, and ensure that parking is well lit.
- Racks
 - a. Locate racks to minimize obtrusions on sidewalks.
 - b. Orient racks to ensure that bicycles are parked parallel to the curb face and parked vehicles.
 - c. Maintain sufficient clearances from walls, trees, tree wells, news racks, doorway exits/entrances, and parked cars.
- On-street Corrals
 - a. Locate corrals as close as possible to high-demand locations.
 - b. Prioritize corner locations as they provide greater visibility and can be easier to navigate than mid-block locations.
 - c. Include physical protection such as a bollard or flexible stanchions.
 - d. Develop a formal application process for business owners wishing to establish a corral in front of their business. Some cities have used an application process as a way to ensure local business support for these types of facilities and that the corral will be maintained as part of public/ private partnership.
- Additional amenity
 - a. Include bicycle repair stations, consisting of tools and amenities that make it convenient for residents and employees to repair bicycles on-site, at some of the bicycle parking locations downtown. These repair stations often provide basic amenities such as tire pumps and patches as shown in Plate 22.

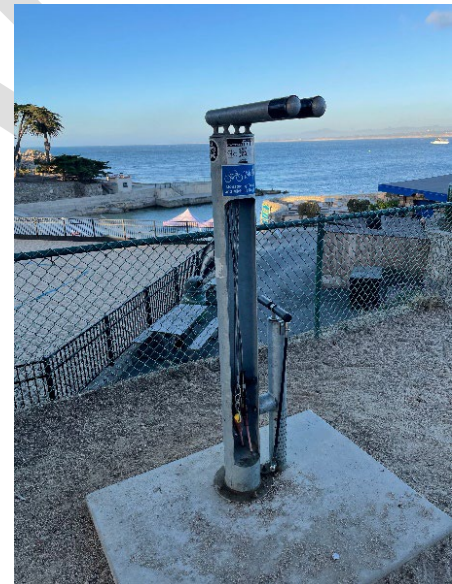


Plate 22 Example bicycle repair station

Transportation Demand Management (TDM)

Transportation Demand Management (TDM) measures encourage and incentivize a shift away from single-occupant vehicle trips to improve the efficiency of the transportation system by managing the demand for transportation services and facilities. TDM seeks to affect and complement mixed-use compact land use and employ market pricing to remove the hidden costs of single occupant vehicles through parking management, vehicle circulation, off-board fare programs, user amenities, etc. TDM plans are typically implemented as a set of strategies designed to reduce reliance on automobile travel, which also reduces the number of vehicles that need to park in an area by encouraging either carpooling or using alternative modes such as walking, biking, or transit.

TDM measures that reduce the need for vehicles or parking downtown can be required or encouraged by the City for new downtown development projects. For developments that do not want to or are unable to implement TDM measures, a fee can be paid to the City instead to reduce vehicle use. These fees can be used for programs that would reduce vehicle and parking demand such as improved transit services, more bike parking, or sidewalk improvements. Implementation of TDM programs can also be encouraged for existing development.

Cost Case Studies

High

In the *2018-2040 Long Range Transportation Plan for the Portland Metro Area*, TDM is shown as a component of Transportation System Management and Operations that proposes travel options to reduce the demand for drive-alone trips. The Metro coordinates partner efforts and sets strategic direction, evaluates outcomes, and manages grant funding. TDM accounts for two percent of the total funding for the constrained project list, at an estimated capital cost of \$130 million between 2018 and 2040, or \$5.9 million per year, for the Portland Metro Region.

Medium

In 2014, San Francisco voters passed two funding measures to improve public transit and create safer streets citywide. In the 2017-2020 San Francisco TDM Plan, it was mentioned that current activities are about \$2.5 million a year. However, there was a need for more funding and additional resources which culminated in the need to reinstitute the TDM Partners Working Group. This group consists of representatives from all partner organizations and would identify future actions and how individual agencies could set aside funding in their future workplans for TDM measures. Partners include the SF Municipal Transportation Agency, SF County Transportation Authority, SF Department of the Environment, and SF Planning Department.

The SF TDM program has three specific focus areas: land-use development programs and policies, street management programs and policies, and customer focused campaigns and programs. The SF TDM Ordinance creates a TDM Program for new development to identify their TDM requirements and incorporate TDM measures into their project design. TDM measures will thereafter be proactively monitored, which is supported through an ongoing fee collection from approved projects. TDM fees include a \$6,000 application fee and a \$1,000 ongoing monitoring and reporting fee.

Low

San Mateo County has an Alternative Congestion Relief (ACR) and TDM Plan. The plan enlists two kinds of funding sources, Measure A for the ACR Category and Measure W for the TDM Category. Both these measures are half-cent sales taxes that generate funds for ACR/TDM over a number of years. Measure W is expected to generate \$24 million over 30 years, or \$819,000 annually, and projects need to demonstrate a nexus with the highway system to qualify for Measure W TDM funds. The funding distribution for Measure W TDM Category is competitive in nature. These funds can be used for TDM Plans, Transportation Management Association (TMA) feasibility studies, city TDM Requirements (ordinances), and Curbside/Parking Management Plans among other things. An example of a project funded in this category is the City of Burlingame's Citywide TDM Plan which is receiving \$100,000 from the county with \$10,000 matching funds from the city.

Sources of Funding

If new private developments are not required to either implement new TDM measures or pay a corresponding fee, there are public funding sources for TDM projects, but they are expensive and require long-term financial commitments. If public financing is necessary, a good way to fund them is through voter approved tax measures (for long periods of time – 15 to 30 years). One-time grants can be received through the county or metropolitan planning organization to create TDM Plans or analyze the feasibility of a TMA. Examples include:

- The Sacramento Area Council of Governments called for applications for a TDM Innovations Grant Program in 2017, which was funded through the Federal Congestion Mitigation and Air Quality (CMAQ) funds. A one-

time competitive grant of \$450,000 was allocated to fund TDM projects that could be spent over a period of two years on innovative programs for parking pricing, technology programs, marketing and outreach, carpool/vanpool, or other subsidy programs. It required a local match of at least 11.47 percent of the total project cost and individual project requests could not be for more than \$150,000.

- The Colorado Strategic Transportation Demand Management Grant Program provides three complementary funding opportunities: TMO Support Grant, TDM Innovation Grant, and TDM Seed Funding. In 2021 it awarded \$50,000 to each of the nine existing TMOs in Colorado. It also provided \$145,000 in two-year seed funding to the cities of Fort Collins and Glenwood Springs to develop permanent TDM programs.

Transportation Management Association (TMA)

A Transportation Management Association (TMA) usually forms when several businesses decide to pool their resources in order to better manage transportation in a given area. A TMA can also be used to manage parking demand by reducing the number of people driving alone to an area or coordinating employee parking locations among businesses.

The mission of a TMA is typically to collectively represent all uses, existing or new, within a particular area (e.g., downtown Gilroy); oversee TDM measures; and ensure their ongoing success. TMAs are usually implemented at a Specific Plan or areawide level but can be expanded over time to cover new areas, if desired.

A TMA is typically either a private/non-profit or public-private partnership member-controlled organization that is established to promote commute alternatives to driving alone. TMAs are controlled and funded through membership with the goal of reducing vehicle trips and congestion. Typically, TMAs allow for businesses of all different sizes to collectively provide commute reduction services to a broader range of professionals. TMAs allow multiple companies within a geographic area to collectively provide TDM services and measures to employees, rather than each company providing services individually. Residential projects are also included in TMAs, enabling local residents to take advantage of these services and the incentives to walk, bike, carpool, vanpool or use transit to reach their destinations.

In addition to implementing TDM measures, TMAs typically monitor and report vehicle trips and program data to help assess the effectiveness of their vehicle trip reduction efforts. This may include monitoring parking patterns. This monitoring can enable a TMA to make effective adjustments to its programs to maximize their effectiveness, more efficiently mitigate vehicle trips, and reduce vehicle miles traveled and parking demand within the downtown area.

Examples of TMAs within the Bay Area include the City of Alameda TMA, Moffett Business Park TMA, Mountain View TMA, and Palo Alto TMA.

Parking Benefit District

Description

Parking benefit districts (PBDs) are defined geographic areas, typically in downtowns or along commercial corridors, in which any revenue generated from on-street and off-street parking facilities within the district is returned to the district to finance neighborhood improvements. A PBD is only applicable if there are revenues from business fees, user fees, or some other source to generate funding.

Purpose

Paying for parking, either through business or user fees, can be unpopular for several reasons. One of the primary reasons is that local business owners feel they derive little benefit from the transaction. This is largely because most cities have traditionally sent their parking revenues into the general fund rather than using it to improve parking or enhance the transportation system in the district from which the revenues originated. In recent years, some cities have sought to reverse this dynamic by implementing PBDs.

PBDs require local parking revenue to stay local, while financing neighborhood improvements. PBDs allow local merchants and property owners to clearly see that the monies collected are being spent for the benefit of their district and on projects that they have chosen.

Implementation

In practice, a successful PBD in Gilroy would be implemented in the following fashion and incorporate certain key elements.

1. Adoption of a City ordinance creating a downtown PBD, stipulating that all parking revenue generated within the PBD be used to fund designated improvements.
2. Creation of a governing/oversight body to develop an approved program of revenue expenditures, subject to final approval by City Council. The body should include appropriate representation from Downtown businesses, property owners, local residents, and City staff.
3. Adoption of a defined list of PBD revenue expenditures, which can include the following:
 - a. Purchase and installation costs of meters (see Phase 3 strategy);
 - b. Shared parking agreements;
 - c. Construction of additional parking, if deemed to be necessary;
 - d. Transit, pedestrian, and bicycle infrastructure and amenities;
 - e. "Mobility Ambassadors" to provide assistance to visitors as well as additional security;
 - f. Valet parking services during peak periods;
 - g. Shuttle services;
 - h. Landscaping and streetscape greening;
 - i. Street cleaning, power-washing of sidewalks, and graffiti removal;
 - j. Additional parking enforcement;
 - k. Marketing and promotion of PBD and local businesses; and
 - l. Management activities for the oversight entity.
4. Development of a coordinated public relations plan, which would use wayfinding, signage, and public outreach to articulate how parking revenue is being used to benefit downtown.
5. Performance of ongoing evaluation and management of PBD policies and expenditures.

Cost Case Studies

High

Downtown Ventura established a PBD in 2009 to make on-street parking convenient. It converted 318 high demand on-street parking spaces to metered parking. It was coupled with shared parking agreements which satisfied minimum parking requirements for each land use and off-street parking structures leased parking spaces for offices, etc. The PBD generated \$530,000 annually from monthly structured parking permits and 318 on-street metered spaces which was reinvested in an outdoor wireless internet system, streetscaping, lighting improvements, and a full-time police officer.

Medium

In 2017, the City of Pittsburg created a PBD pilot in the South Side Flats neighborhood as a public safety plan disguised as a transportation plan. It included weekend nighttime meter enforcement, extension of residential permit parking (RPP) hours, a weekend shuttle to free nearby parking lots, and a safety lane to increase emergency vehicle access on weekends. In its first month the PBD generated \$134,000 and now produces \$210,000 per year. The neighborhood has experienced a 20 percent increase in rideshare usage and a 37 percent decrease in criminal activity.

Low

The West Campus area in Austin, Texas, was filled with college students parking their cars in adjacent neighborhoods in free on-street spots. With a \$43,000 grant from the U.S. Environmental Protection Agency, the

City of Austin ran a PBD from 2006 to 2011. They installed 96 meters in the area that produced \$163,000 in the first year, much of which was spent on pedestrian improvements, transit shelters, and two-way bike lanes. In 2012, the City established the West University PBD, expanding the area and adding 254 new meters that generated \$150,000 in its first full year along with a 10 percent growth in sales tax revenue.

Sources of Funding

In order to create a PBD, the city needs to establish by ordinance the district boundaries, parking rates within the district, and how funds will be used. It can also mention the percentage of funds that will be returned to the zone versus what will be given back to the general fund. Merchants, tenants, residents, and property owners can provide input to the PBD managing team. A PBD pilot program can be funded through an external grant and as revenue starts flowing in the PBD can fund improvements within the area.

Special Event Vehicle Valet Parking

Valet parking provides an opportunity to shift demand to off-street lots and increase the ease of parking for visitors. It can also make more efficient use of the parking supply as valet operators can “tandem” or “triple” park vehicles. By increasing the supply of parking, a substantial number of additional vehicles could be accommodated in off-street lots (public or private) during periods of high demand. Valet parking also offers a highly convenient parking option for those customers willing to pay for it, but it also can be offered to customers at no cost.

Valet parking service is a common amenity offered by individual businesses and can be an effective tool in managing parking demand on a larger scale, particularly during periods of peak needs, such as special events. A special event valet parking program could be operated by a parking benefits district, through the Chamber of Commerce, or by another entity. By establishing a downtown valet program, it can be implemented as a coordinated, “universal” valet service that allows for the drop-off and pick-up of vehicles at any valet stand within the service area. To make valet services a single, seamless operation, consistent branding (signage and uniform) should be required, and valet stands should be placed at convenient, visible locations.

Advances in technology have enabled valet parking drop-off, pick-up, and payment to be relatively seamless. Numerous valet operators now employ technology (e.g., point-of-sale handheld computers, key “fobs,” self-serve kiosks, mobile phone technology) that facilitates easy retrieval of vehicles and payment. For example, key “fobs” provided to a customer when dropping off their vehicle can be activated five to ten minutes before desired pickup so that a vehicle is returned by the time the customer is ready to leave. This technology can also enable more accurate collection of parking data and revenue.

Cost Case Studies

High

The average cost of hiring an attendant is between \$25 and \$50 per hour, and the average cost of valet parking for events is \$250 to \$450 per valet per event. If the city hires a valet parking service for special events, it could be a high-cost strategy.

However, special event parking is typically guided by private players who organize and benefit from such events. For example, Lake Tahoe has special event parking, both self-parking and valet parking, during holidays and special events. This policy is guided by the hotels in the area and is privately managed because people would park in the casino’s parking lot during special events, often displacing hotel and gaming guests. This ensures that hotel guests and players at the casino have maximum accessibility to the hotel’s resources.

Medium

A lower cost option for cities is to require private lot owners to start hiring live attendants during special events through an ordinance. Although this may not be as efficient as valet parking, it will prevent vehicles from being

burglarized or vandalized in parking garages. The City of New Orleans has recently moved forward with an ordinance requiring parking lot owners to hire live attendants during Saints or Pelicans games.

Low

Another low-cost option for parking during special events is to activate special event parking rates. These do not require hiring a valet/valet service but ensure to some extent that interested parties get access to events. The City of Sacramento activates special event flat rates up to two hours prior to an event's start time and collects the fee in a "pre-pay" mode at the entrance of the parking facility; parking extends to 6 a.m. the next morning. It activates the special fee within a three-block radius of the event location.

Sources of Funding

The city can encourage or require private businesses to provide valet parking options during special events. The city can decide whether to directly contract with a valet parking service for public parking lots, or partner with local businesses to create a strategy for special events parking, enabling it through a PBD. This program can be integrated with a street safety ambassador program.

Special Event Bicycle Valet Parking

Bicycle valet parking is a relatively new innovation, having become more commonplace in the past 10 to 15 years across the Bay Area. Bicycle valet parking is similar to traditional vehicle valet parking in that staff are present to park many bikes in a secure location that is space efficient. The continual monitoring of the bicycles by staff is a significant safety incentive to encourage bicycling to special events. It has been widely used in Santa Clara County at special events such as the San Jose Jazz Festival and Stanford home football games. The Silicon Valley Bicycle Coalition offers a full-service bicycle valet for special events upon request. It is recommended that a bicycle valet program be used at large special events in Gilroy. If there are a sufficient number of events, it may be more cost-effective for the City to operate its own program rather than contracting for it.

Cost Case Studies

High

Downtown Victoria, British Columbia, Canada has a staffed valet service launched by city officials in a secure covered parking zone at City Hall. This service is free for users and open seven days a week with extended weekend hours. The valet parking accommodates all active transportation such as regular bicycles, adaptive bikes, cargo bikes, bike trailers, jogging strollers, and other devices. Beyond operating hours, leftover bikes are impounded by the Victoria Police Department. Users are also allowed to leave their helmets and other belongings attached to their bikes. Victoria's bike valet program was launched as a pilot and closes during winter months. The project saw over 8,000 bikes parked in a matter of 4 months and cost \$160,000. It was funded as part of a \$500,000 multi-year enhanced bike parking portfolio allocated by the Victoria Council in 2021.

Medium

San Francisco Administration Code Section 2.76 has made monitored bike parking mandatory for events that require a street closure and have an anticipated attendance greater than 2,000. San Francisco's Bike Coalition is a non-profit that offers valet parking for bicycles. They also offer \$2 million in liability insurance for events.

Bike East Bay is another non-profit organization that offers valet bike parking services. Costs for valet bike parking are proportional to the event size, duration, and location. Half-day events of four hours would cost \$600 and full day events of eight hours would cost \$1,000 and include valets, bike racks, valet tags, and event signage.

Low

The Bicycle Coalition of Maine (BCM) offers valet bike parking for special events. Guests can have their bikes parked for free in a designated area that is fully blocked off and monitored for the duration of the event. A four-hour event costs \$520, with a 15 percent discount for nonprofits. Events typically require two fully trained staff and four volunteers for an event generating 150 bikes and lasting up to six hours.

Sources of Funding

The city can encourage event organizers to provide monitored bike parking during events. For example, The City of Portland, Oregon, recommends organizing bike parking for event organizers. The number of bike parking spaces can equal a minimum of two percent of expected attendance and is recommended at five percent or more. The City also issues permit for the temporary use of car parking lanes for event bike parking. However, the bike valet services are typically provided by bicycle advocacy coalitions and bike-related non-profits through a mix of their permanent staff and volunteers.

Phase 3 Strategies

Parking Pricing

Description

Like many Bay Area communities, Gilroy permits the use of prime curbside parking spaces free of charge, instead using time limits as a primary means of managing public on-street parking. The rate of utilization of on-street parking spaces in prime locations at any given time depends on *demand* for motor vehicle access to the area, the *supply* of parking spaces available, any *restrictions* on the use of spaces (e.g., regulations, time limits), and, no less importantly, the *price* charged. With a high demand and no price for parking, Core Downtown curbside parking is regularly filled to capacity during peak hours, causing motorists to search and circle in a wider area for available parking. Congestion associated with lack of on-street parking in prime locations can be a major issue from the perspective of motorists and Downtown visitors.

Purpose

The primary goal of parking pricing is to make it as easy and convenient as possible to find and pay for a parking space. It should *not* be treated as a means to generate revenue - the goal is to establish prices as low as possible to achieve a desired parking occupancy level. By setting specific availability targets and adjusting pricing (up or down), demand can be effectively managed so that when a motorist chooses to park, they can do so without circling the block or searching aimlessly. Demand-based pricing can result in the following benefits.

- Ensures consistent availability and ease in finding a parking space.
- Provides flexible time limits or eliminates them altogether, thereby removing the need to move a vehicle to avoid time restrictions.
- Can have convenient payment methods that eliminate the need to “plug the meter” and make it easier to pay for parking and avoid parking tickets.
- Incentivizes long-term parkers and employees to park in off-street lots.
- Reduces search time for parking, resulting in less local congestion and vehicle emissions.
- Reduces illegal parking and improves safety and street operations.
- Distributes short-term parking demand throughout the Downtown area, taking advantage of on-street parking capacity on side-streets.
- Provides a more equitable and efficient way to account for the real costs to a city for providing parking.
- Can generate excess revenue that can in turn be reinvested in Downtown improvements.

It is important to note that given the historic misuse of priced parking in some jurisdictions, it can be one of the more controversial strategies. Any efforts to consider paid parking should include a robust public outreach process that clearly educates and informs business owners and the public of its benefits and tradeoffs.

Implementation

A program of demand-based pricing of parking in the Core Downtown could be initiated, with a four-part strategy recommended to ensure the maintenance of on-street parking availability: (1) establish a policy goal, or target for the occupancy of on-street parking, (2) install smart parking meters that are easy to use and enforce, (3) commit to monitoring occupancy and adjusting meter rates and regulations to meet established targets, and (4) dedicate meter revenues to a Parking Benefit District (if applicable). The following elements should be addressed to achieve this strategy.

- **Establish targets:** The City should establish a policy goal, or target, for the ideal occupancy of on-street parking on blocks in the Downtown. Achieving a commonly used occupancy target (e.g., 85 or 90 percent), would mean that—on average—a few curbside parking spaces on each block-face in the area would remain open and available for use by incoming vehicles, even during periods of peak demand.
- **Install meters with demand-based rates:** On all block-faces for which comprehensive on-street parking utilization surveys indicate that parking occupancy consistently exceeds target rates and have low turnover, the City should install smart parking meters and initiate demand-based charging for the use of curbside parking.
- **Meters:** The City will need to evaluate technology and vendor options for the installation and operation of meters closer to the date of implementation. In doing so, the City should consider a few criteria focused on convenience for the motorist in the selection of meters/vendors (there are many vendors who currently offer products meeting these criteria):
 - a. User-friendly smart meters should accept payment by credit or debit card (in addition to cash or coins).
 - b. The City may work with meter vendors to accept payment by smart/mobile phone.
 - c. The City should consider the appropriate type of meters, opting for either multi-space meters (one or two on each block face), with a “pay and display” or “pay by space” model or the conventional deployment of one parking meter for each parking space.
- **Hours and Rates:** One of the best ways to balance parking supply and demand and generate turnover is with hours of operation and pricing that take into account when spaces are actually occupied. It is strongly recommended if parking pricing is considered in the future that new parking data collection take place to verify the most appropriate hours and days of operation. Initial on-street rates may be low (e.g., \$0. 50 per hour) compared to nearby jurisdictions (e.g., \$2. 00 per hour in San Jose) and then adjusted based on how parking patterns change over time if needed. With parking pricing, the City would also have the option of adjusting or removing time limits altogether and relying on the price of parking to promote turnover.
- **Monitor and adjust:** Under the recommended approach, the City would commit to monitoring the use of parking spaces downtown on an annual basis and adjust meter rates and regulations as necessary to meet the established availability targets. This means modifying the hours of operation and pricing for meters to achieve the City’s adopted target.
- **Dedicate meter revenue to local access:** The primary goal of a smart parking pricing program is to enhance the ease and convenience of access to Downtown, not to maximize revenue. To ensure merchant and public support for parking pricing, any meter and/or fine revenue collected in excess of program costs should be dedicated to improving the Downtown, rather than going to the City’s General Fund. Such a revenue source could be used to finance a host of projects and programs such as those that expand the public parking supply (through shared parking agreements), finance the meters themselves, enhance multimodal access to Downtown through pedestrian and bicycle infrastructure and amenities, and sidewalk and streetscape improvements. This funding can be managed through a Parking Benefit District .

Performance-based parking pricing can be set to drive turnover, maximize value, and transition travelers away from private automobiles to sustainable travel modes. Performance standards for parking vary parking prices by location, time of day, or how long a vehicle is parked. It requires accurate and up-to-date supply and demand data to determine parking rates.

Cost Case Studies

High

The City of San Francisco has a complex approach to parking pricing which uses “smart” meters that charge variable parking rates and record usage data and duration. It also has sensors and a very advanced system of data collection which is coupled with meters that accept different modes of payment. The sensors collect real time occupancy information that is used to make future pricing decisions such that one parking space is usually available per block and at least some parking is available in garages. Parking rates ultimately achieve occupancy goals of 60 to 80 percent, varying rates both geographically and by the time of day. SF Park includes over 6,000 parking spaces in seven pilot districts and has received \$19 million in federal funding.

Medium

The City of Redwood City has created a parking management district known as the Downtown Meter Zone Program; it has changeable rates and time limits for metered parking downtown. This stimulates more turnover and generates more revenue from the existing supply as needed. The area is divided into Meter Zone “A”, Core, and Meter Zone “B”, and Periphery, and parking prices are determined according to demand. The city owns and operates two garages whose peak period hourly rates are contractually bound by facilities agreements with two movie theater properties. Apart from that, the city has successful shared parking agreements with privately owned garages. The city has also hired a contractor for their ACE Parking garage to operate, maintain, and provide customer service for approximately \$370,000 annually. In 2021, the annual deficit in parking revenue was close to \$1.4 million, which is covered by the General Fund.

These conditions have led to revisions in the meter rates for zones A and B, and expansion of meter hours for downtown, among other changes. The proposed changes are expected to increase parking revenues by \$643,000, which will reduce General Fund transfers to the Parking Fund.

Sources of Funding

Cities can initiate their own parking pricing projects with some help from regional, state, or federal governments. For example, MTC offers Local Parking Management Grants which could be used towards development of pricing programs including performance and demand-based meters. The grant amounts have been between \$250,000 and \$1.5 million each with a minimum match of 11.47 percent required. The San Francisco Metropolitan Commission’s Regional Parking Pricing Analysis Tool received a \$560,000 Value Pricing Pilot Program Grant in 2012 which allowed the creation of a regional parking database to analyze the effects of parking price scenarios designed to encourage transit and alternative travel modes in the Bay Area.

Unbundled Parking

Typically, the cost of parking is included when renting a residence. By doing so, it encourages auto-ownership since residents must pay for parking regardless of whether they are using it or not. In order to reduce residential parking, the City could require that new developments in the downtown “unbundle” the cost of parking from the price of residential units by charging separately for parking. In this way, residents can opt to pay for parking based on their need, in turn encouraging households with fewer vehicles to locate there based on its affordability. This would reduce long-term residential parking adjacent to high-demand areas and enable more short-term visitor parking.

Sources of Funding

The cost of creating unbundled parking is borne by developers who then transfer the cost to the lessees, residents or employers. Cities can pass ordinances that require parking to be unbundled or remove parking minimums. In the case of commercial parking, the spaces can be rented through the property management association or a third-party manager.

Resident Meter Permits

Description

Resident meter parking permits are placards or stickers that allow residents within a town, city, or geographic area to park at meters free of charge for the maximum permitted time period. A good example of a resident meter permit program is in Mill Valley, where the City has operated a Resident Shopper Vehicle Permit (RSVP) program for several years. The program allows residents of Mill Valley and those in surrounding zip codes to purchase annual permits for \$50 to \$70 for one or more vehicles. Other cities known for being tourist destinations such as San Clemente and Newport Beach in Orange County employ similar programs.

Purpose

Priced parking is often used as a way to manage visitor or employee-driven parking demand. However, residents often object to the notion of paying for parking when the “problem” is being caused by those not living there. A resident meter permit allows the community to take advantage of the benefits of priced parking in managing demand while allowing residents to pay a small fee for unlimited use of those parking spaces.

Implementation

If metered parking pricing is used, it is recommended that the City consider resident meter permits as an option to prioritize resident needs and develop a low-cost permit based on the RSVP program used in Mill Valley or other jurisdictions. If resident meter permits are used, time limits may still be necessary in order to ensure proper turnover of resident vehicles.

Residential Parking Permit Program

Description

A residential parking permit program (RPP) operates by exempting permitted vehicles from the parking restrictions and time limits for non-metered, on-street parking spaces within a geographic area, typically in a residential neighborhood setting. A conventional RPP is one that allows those without a permit to park for generally two to four hours during a specified time frame, such as 8:00 a.m. to 6:00 p.m., Monday through Friday. Permit holders are exempt from these regulations. Ownership of a permit does not, however, guarantee the availability of a parking space. RPP programs are prevalent across the country and have been used for decades to prioritize residential parking needs.

Purpose

The primary goal of an RPP is to manage parking “spillover” into residential neighborhoods and should be considered if parking meters are introduced. RPPs work best in neighborhoods that are impacted by high parking demand from other uses. By managing spillover, RPPs can ensure that residential neighborhoods are not overwhelmed by employees or visitors, thereby enabling local residents to park their vehicles on-street. RPPs are especially important in neighborhoods where residents have limited off-street parking.

Implementation

The decision to implement an RPP program should involve both the support of the neighborhood (by vote) and a data analysis by the City demonstrating that there is a parking spillover problem. If those two elements indicate an RPP is appropriate, the City would need to work with the local neighborhood to determine the appropriate boundaries of the permit zone, and consideration should be given to potential impacts to immediately adjacent neighborhoods. All residences within the proposed zone would be eligible to purchase permits, but application forms, payment, and proof of residency should be required. The hours of operation for the permit district should be set to align with the hours of spillover impacts (e.g. Friday to Sunday) and a limit of permits per household (e.g., three) should be established with an escalating price structure (e.g. \$25 for the first permit, \$50 for the second permit) to disincentivize residents from using on-street, rather than garage, parking. Permits can take the form of a hanging placard or sticker. This program is meant to be revenue neutral.

As a short-term alternative, resident permits can be considered for the new 7th Street/Eagleberry Street parking lot. If the lot is intended to be closed at night, the City may wish to create an RPP program that is specific to that lot in which residents can purchase passes in order to alleviate on-street evening parking demand.

Cost Case Studies

High

San Francisco Municipal Transportation Agency (SFMTA) received a \$420,000 grant for a residential parking management analysis, which was completed by 2016 and published in 2017. Using this grant, the SFMTA explored how pricing could manage parking in residential and mixed-use areas. They collected occupancy and license plate surveys for 42 two-mile routes within the study area and conducted online household surveys to understand residential travel patterns, commute modes, parking access, etc. They implemented a public outreach strategy with San Francisco County Transportation Authority (SFCTA) contacting neighborhood and business leaders in select neighborhoods to test the feasibility of pilot parking management programs. Today, SFMTA has a residential parking permit program that allows passenger vehicles and motorcycles to park in their permitted area.

SFMTA also has meter payment exemptions for residents of certain limited areas where “Except [Permit Area] Permits” signs are posted, and the permit area matches with the permit area on the vehicle permit. The SFMTA uses time limit enforcement through LPR technology. A Parking Control Officer verifies whether a vehicle has violated parking rules.

The SFMTA Residential Parking Program issues over 90,000 RPP permits annually, including annual, visitor, and temporary permits. The program is currently self-funded with 55 percent of the revenue used for parking enforcement and 28 percent for processing permit applications. Another 11 percent is used for enforcement and 11 percent is used for manufacturing and posting signs, vehicles, and other equipment.

Medium

The City of Berkeley has a residential preferential permit program that exempts residents from the two-hour parking limit. In 2015, the city received \$1 million in federal funding to extend RPP restrictions into evenings and weekends in high demand areas. Non-permit holders pay an hourly rate based on target parking occupancies and occupancy information goes into TDM strategies in pilot areas.

Sources of Funding

RPP programs are most often paid through direct user fees.

Employee Permits

Description

An employee parking permit (EPP) program operates by designating priority parking within a geographic area for employers and employees. Designated parking areas for employees can be located in off-street facilities, with permit holders eligible to park in those spaces during a specific time period exempt from posted regulations. Ownership of a permit, however, does not guarantee the availability of a parking space. For this reason, it is important not to sell permits far in excess of parking supply. Many conventional EPP programs do not prohibit non-employee parking but allow the general public to park within the area, subject to posted parking restrictions.

Purpose

The intent of an EPP program is to make parking more convenient and accessible for all users—residents, visitors, and employees—by providing a designated and concentrated parking area for employees. EPP programs offer a convenient parking option, thereby reducing the need for an employee to “hunt” for a parking space, move their vehicle to avoid parking restrictions, or occupy “prime” on-street spaces intended for customers. A consistent

parking option for employees also makes it easier for employers to attract and retain employees. By managing employee parking, EPP programs can ensure that high demand parking areas are not overwhelmed by employees.

Strong employer support is a crucial component to any successful EPP program. Employers need to inform their employees about the program, facilitate participation, and ensure that the program guidelines are adhered to. Employers must work to provide feedback and modify the program as needed. It is also important to note that this strategy will be much more effective if time limits are modified and enforcement is enhanced, providing employees with more of an incentive to seek out spaces that allow for longer-term parking.

Implementation

All employees and employers in Downtown Gilroy would be eligible for one EPP per employee. As is often done in other jurisdictions, it is recommended that employers apply for permits on behalf of their employees. As part of the application, employers would supply proof of employment, along with a copy of photo identification and vehicle registration information for each employee (information employers may already collect). Permit costs could remain affordable to encourage their use - approximately \$50 for an annual pass (or \$0.19 per workday).

The City could then designate specific off-street lots for employee parking only and sell permits that would allow employees only during specific hours. These lots could include current areas such as the 7th Street/ Egleberry Street lot or lots made available through a shared parking agreement. Regardless of the location, enhanced safety and access improvements should be prioritized for these locations to ensure that employees feel comfortable using these facilities. Spaces should be prioritized for employee use by signing them for “employee use only” during certain hours when employees are typically at work.

Cost Case Study

Medium

In 2012, the City of Austin, Texas, initiated an employee parking pilot project with a one-year budget of \$40,000 which allowed 450 downtown employees to register voluntarily and receive a \$50 a month incentive to obtain a Capital Metro transit pass, guaranteed rides back home during emergencies and personalized commute assistance. Today, the city has an affordable parking program (joint initiative between City of Austin and Downtown Austin Alliance initiative) that allows employees to park for \$35 to \$60 at various city garages. The City of Austin Parking Enterprise Division maintains parking meters, provides enforcement, establishes special zones, etc.

Funding

Permit programs are typically funded through revenue generated by parking permits.

Electric Vehicle (EV) Parking

Description

A strong network of EV chargers is needed to support the expanded use of EVs and make them a viable alternative to vehicles with internal combustion engines. While most vehicle charging is expected to be done at chargers installed at the vehicle owner’s home, a supply of charging stations to supplement home-based charging will be important in supporting the transition to EVs. As a result, the California Green Building Standards Code (CalGreen) requires EV chargers in most new developments and many local agencies have installed charging stations in public parking lots.

Purpose

EV chargers installed in parking lots enable EV drivers to charge their car while they are at work, shopping, or otherwise occupied nearby. Since charging an EV can take several hours, placing EV chargers in or near downtown

can help draw in visitors who will end up spending hours downtown, likely at several businesses. Some businesses may opt to set up their own chargers to attract customers.

Implementation

Parking spaces with EV chargers are exclusively reserved for EVs, so as with regular parking spaces, EV parking should be carefully managed to not over or under supply chargers. Beyond the minimum number of chargers required by CalGreen, existing usage of chargers should be monitored to know where additional chargers are needed. Usage of 40 percent or more in a twelve-hour period is considered high usage and should have additional chargers. This will need to be regularly checked because the need for chargers is expected to increase and demand may shift to different areas as the downtown develops. Companies that own and manage charging station networks may be able to assist the City in identifying the most desirable locations for these facilities.

To minimize the cost of installing chargers, the distance between the charger and electric service panels should be minimized and spaces that can easily be made ADA compliant should be identified, as CalGreen also requires a certain number of accessible charging spaces based on the total number of accessible spaces. Several funding sources are available to help install EV chargers such as the CALeVIP program, administered by the California Energy Commission and the Federal Highway Administration's Charging and Fueling Infrastructure (CFI) Discretionary Grant Program.

When installing an EV charger in a well-lit location, wheel stops and bollards should be installed to stop vehicles from hitting and damaging the chargers. Unless there are significant issues with drivers of standard vehicles using spaces reserved for EV charging, signage should be the only measure needed to enforce the appropriate use of these spaces. Installation of chargers for curbside charging may be an option at selected locations but is generally not recommended due to difficulties installing and protecting the equipment.

Costs

Installation and maintenance costs for commercial public use DC fast chargers are approximately \$50,000 for each station. EV charging stations follow the business model of gas stations where the majority of profit comes from offering food and drinks in convenience stores, along with the profit of selling electricity. Thus, EV charging stops are therefore beneficial to retail locations, supermarkets, malls, and shopping centers. As more drivers purchase plug-in electric vehicles (PEVs), there is a growing need for a network of electric vehicle supply equipment (EVSE) to provide power to those vehicles. In 2015, the Department of Energy gave the following distribution of costs associated with installation EV charging stations (Table 16).

Table 16 – Approximate EVSE Unit and Installation Costs

EVSE Type	EVSE Unit* Cost Range (single port)	Average Installation Cost (per unit)	Installation Cost Range (per unit)
Level 1	\$300 - \$1,500	N/A	\$0 - \$3,000**
Level 2	\$400 - \$6,500	\$3,000	\$600 - \$12,700
DCFC	\$10,000 - \$40,000	\$21,000	\$4,000 - \$51,000
US EPA Grants	California Energy Commission Funds	MTC Climate Initiatives Grant	Energy Corporations
Other Federal Funds	Strategic TDM Grant Program	Federal RAISE Grant	Chain Grocery Stores

*EVSE unit costs are based on units commercially available in 2015

** The \$0 installation cost assumes the site host is offering an outlet for PEV users to plug in their Level 1 EVSE cordsets and that the outlet already has a dedicated circuit

Funding

The City of Burlingame received funding from the CALeVIP grant program, funded by the California Energy Commission, for the installation of DCFCs. Burlingame also received contributions from Peninsula Clean Energy to

the CALeVIP grant to fund Level 2 charging stations in the area. Funds were also received from Bay Area Air Quality District, PG&E and Electrify America. They had previously entered into a \$312,000 contract with Powerflex to install charging stations.

Implementation Timeline

As noted previously, there are a range of strategies proposed in this report and they are generally prioritized into two phases. Table 17 shows the projected timeline and prioritization of each of the strategies.

Table 17 – Timeline and Prioritization of Strategies		
Strategy	Calendar Year 2024	Future
Phase 1		
Parking Wayfinding	Implement (static signage)	
VTA Lot	Implement	
Shared Parking Agreements	Implement	Implement
Mobility Information	Implement	
On-Street Time Restrictions	Implement	
Parklet Design Standards	Implement	
Lease Public Parking to Businesses	Implement	
Phase 2		
Parking Enforcement		*
Downtown Ambassador		*
Bicycle Parking		*
TDM Measures and/or Fees		*
Transportation Management Association (TMA)		*
Parking Benefit District		*
Special Event Vehicle Valet Parking		*
Special Event Bike Valet		*
Parking Pricing		*
Unbundled Parking Pricing		*
Resident Meter Permits		*
Resident Neighborhood Permits		*
Employee Permits		*
EV Parking		*

* May be implemented based on need

Conclusions and Recommendations

Conclusions

Downtown Gilroy is a consistently active area with parking challenges arising at various times and days of the week. Parking is underused across most of the downtown, though specific areas have high occupancy. The City should consider implementing some or all of the strategies in this plan to more efficiently manage downtown parking and create a more welcoming environment for all users. As mentioned previously, the measures discussed in this report are intended to be a toolbox of strategies with recommended phasing and the City should determine the most appropriate mix to achieve the community's broader objectives.

Recommendations

The City should implement the Phase 1 strategies to improve parking availability downtown. If those measures do not achieve the desired parking environment, the City should consider implementing the Phase 2 strategies and determine their feasibility given the current context of Gilroy. This phased approach is recommended as a gradual process to increase parking management in the downtown, but various strategies can be implemented in a different timeline based on the City's assessment of its needs. As presented, the recommended phased strategies are as follows.

Phase 1 Strategies

- Incorporate new wayfinding signage for existing public parking lots and shared lots should they become available.
- Identify shared parking opportunities with private downtown lot owners and the Valley Transportation Authority (VTA).
- Create a website and other mobility information where people can look up lot locations, prices, and hours of operation.
- Expand on-street parking time restrictions along the length of Monterey Street with two-hour time limits in the Core Downtown and four-hour time limits in the Upper and Lower Downtown areas.
- Create parklet design standards to more efficiently use parking for businesses.
- Lease some on-street parking spaces downtown to food trucks.

Phase 2 Strategies

- Enhance parking enforcement through technological improvements and a new full-time officer.
- Offer more public bicycle parking in convenient locations Downtown on an as-needed basis.
- Use Transportation Demand Management (TDM) requirements to reduce parking demand downtown.
- Create a TMA to coordinate TDM measures across downtown to reduce parking demand.
- Institute a Parking Benefit District (PBD) to manage downtown parking and transportation improvements.
- Consider creating a universal vehicle and bicycle valet program for special events.

- Implement on-street metered parking and regulate both time limits and cost based on demand.
- Unbundle parking from rent in new developments to encourage less vehicle ownership.
- Create a Resident Parking Meter permit program to prioritize resident needs in the Downtown core.
- Allow for the creation of Residential Parking Permit programs to address potential spillover issues in nearby neighborhoods.
- Create an Employee Parking Permit program and designate certain off-street parking spaces in the downtown for employees.
- Implement a plan for how and where electric vehicle (EV) parking will be located in downtown as EVs become more widely used.

Study Participants and References

Study Participants

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Appendix A

Parking Data

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Prepared by National Data & Surveying Services

Parking Study

Project: 22-080307
City: Gilroy, CA

Date: 11/10/2022
Day: Thursday

Lot	Space Type	Space	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
Lot 1	Regular	56	47	50	50	48	50	45	45	47	46	13	16	12
	Handicap	3	0	0	0	1	0	0	0	2	0	0	0	0
Lot 2	Regular	81	60	63	78	77	74	79	77	80	79	59	46	31
	Handicap	5	0	1	2	3	3	3	2	1	2	1	0	0
Lot 3	Regular (2 Hr Parking 9am-6pm)	23	23	23	23	23	23	23	23	23	23	10	10	13
	Handicap	2	2	2	2	1	1	2	2	1	1	0	1	0
	Illegal	-	2	2	2	0	0	1	1	1	0	0	0	0
Lot 4	Regular	58	5	4	5	4	4	5	5	5	5	6	5	4
	Handicap	3	0	0	0	0	0	0	0	0	0	0	0	0
Lot 5	Regular	23	7	12	8	8	9	7	7	7	8	15	16	13
	Handicap	2	0	0	0	0	0	0	0	0	0	0	1	0
Lot 6	Regular	32	3	4	5	6	4	2	2	6	8	3	4	4
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
Lot 7	Regular	19	7	7	9	12	14	14	13	10	10	11	11	18
	Handicap	1	0	0	1	1	1	0	1	1	1	0	0	1
Lot 8	Regular	32	15	16	16	14	16	14	14	11	9	25	28	23
	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0
	Reserved Parking	34	24	20	15	8	12	13	13	15	11	14	21	18
Lot 9 (LP- X)	Regular	76	39	42	40	40	40	38	40	42	39	37	32	24
	Taxi Parking Only	1	1	1	0	0	0	0	0	0	0	0	1	1
Lot 10	Regular	14	0	2	7	8	10	7	8	13	13	7	6	3
	Handicap	2	0	0	0	1	1	0	0	0	0	0	0	0
Lot 11														
Lot 12														
Lot 13 (LP - Y)	Regular	8	2	2	2	2	2	2	2	2	2	2	2	2
	Handicap	1	0	0	0	0	0	1	0	0	0	0	0	0
Lot 14	Regular	55	4	7	9	10	3	5	4	6	8	16	16	17
LP1	Regular	15	0	4	4	4	3	5	7	4	4	1	0	0
	Handicap	1	1	1	1	1	1	0	0	0	0	0	0	0
	Display Area	1	0	0	0	0	0	0	0	0	0	0	0	0
LP2	Regular	16	5	7	7	6	6	7	8	6	6	5	0	0
LP3	Regular	5	2	2	2	3	5	5	4	3	5	4	2	0
	Handicap	1	0	1	1	1	1	1	1	1	1	1	1	1
LP4	Regular	10	1	2	2	3	1	4	4	6	3	3	2	2
	Handicap	2	0	0	0	0	0	2	1	1	0	0	1	0
LP5	Regular	4	0	3	2	2	2	0	2	2	2	2	1	0
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP6	Regular	51	5	5	5	6	4	8	7	4	3	4	3	1
	Handicap	3	0	0	0	0	0	0	0	0	0	0	0	0
	Reserved Parking	1	0	0	0	0	0	0	0	0	0	0	0	0
	ATM Parking Only	1	0	0	0	0	0	0	0	0	0	0	0	0
LP7	Regular	20	2	4	4	5	6	7	4	3	2	4	4	3
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP8	Unmarked	38	0	0	0	0	1	0	0	0	0	0	0	0
LP9		-												
LP10	Regular	23	12	13	14	15	15	15	12	13	10	1	2	1
LP11	Customer Parking	9	6	9	7	6	5	8	4	6	9	5	6	7
	Handicap	1	0	1	1	0	0	1	1	1	1	1	0	1
LP12		-												
LP13	Regular	2	0	0	0	0	0	0	0	0	0	0	0	0
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP14	Regular	16	9	9	8	7	7	7	6	3	2	2	2	2
LP15		-												
LP16	Regular	21	12	12	16	16	12	11	10	13	12	1	1	1
	Handicap	1	1	1	1	0	0	0	0	0	0	0	0	0
LP17	Regular	3	3	3	3	3	3	3	3	3	3	3	1	1
	Handicap	1	1	1	0	1	1	1	0	0	0	0	0	0
	Illegal	-	0	3	3	2	2	3	2	2	2	0	0	0
LP18	Regular	36	6	6	5	5	5	5	4	4	2	1	2	2
	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0
LP19		-												
LP20	Customer Parking	8	3	3	4	4	4	1	3	1	1	1	1	0
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP21	Regular	4	2	4	4	3	4	4	3	4	2	2	0	0
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP22	Regular	9	0	0	0	0	1	1	0	0	0	0	0	0
LP23	Regular	16	0	2	2	1	1	3	5	5	5	3	2	1
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP24	Regular	6	0	0	1	2	2	2	1	1	0	0	0	0
	Motorcycle	3	0	0	0	0	0	0	0	0	0	0	0	0
LP25	Reserved Parking	9	5	7	7	8	7	7	7	7	6	6	8	7
	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0
LP26	Regular	4	0	0	0	2	3	2	2	1	2	3	4	1
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP27	Regular	35	16	23	28	25	23	18	19	16	22	13	14	8
	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0

LP28	Regular	9	5	6	6	6	6	7	7	7	7	8	7	4
	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0
LP29	Regular	14	1	2	2	3	2	2	2	3	4	1	1	1
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP30	Regular	6	6	6	4	6	6	4	4	3	4	5	0	2
	Handicap	1	1	1	1	0	0	0	0	0	1	0	0	0
	15 Minute Parking	7	7	5	4	6	7	5	5	4	4	6	1	0
LP31		-												
LP32	Regular	5	0	0	0	5	3	3	0	1	1	3	3	2
	Handicap	1	0	0	0	1	0	0	0	0	0	0	0	0
LP33		-												
LP34		-												
LP35	Regular	14	3	4	7	6	8	7	7	4	4	2	2	1
	Handicap	1	0	0	0	1	1	0	0	0	0	0	0	0
LP36	Tenant Parking	8	2	2	2	2	2	4	4	5	4	5	5	5
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP37	Regular	6	4	4	4	4	4	4	4	4	4	4	4	4
LP38	Regular	3	2	2	2	3	3	2	3	3	3	2	1	2
	Patient Parking	6	2	2	2	4	3	4	4	3	2	2	2	0
LP39	Regular (Unmarked)	12	3	3	3	3	3	3	3	3	3	3	3	3
LP40	Regular	12	8	8	9	9	11	12	12	12	7	5	3	3
LP41	Regular (Unmarked)	9	8	8	8	7	8	8	8	8	8	8	8	6
LP42	Regular	9	3	8	8	9	9	9	9	7	9	9	9	9
	Handicap	1	0	0	0	0	0	0	0	1	1	1	1	0
	Sign was Blank	3	0	0	0	1	1	1	1	0	1	2	3	3
LP43	Regular	69	28	29	42	42	42	42	30	25	24	20	9	7
	Handicap	4	0	1	2	2	0	0	1	1	1	1	0	0
LP44	Regular	10	1	2	1	1	3	4	6	4	2	2	1	1
		2	0	0	0	0	0	0	0	0	0	0	0	0
LP45	Regular	52	0	9	31	37	33	31	31	34	30	28	1	1
	Handicap	3	0	0	0	1	2	2	1	2	2	1	1	1
LP46	Regular	56	3	7	22	20	18	17	18	11	10	10	7	4
	Handicap	3	0	0	2	1	0	0	0	0	0	0	0	0
LP47	Regular	38	5	7	9	9	6	4	7	10	14	9	6	3
	Handicap	3	0	0	1	0	0	0	1	0	2	0	0	0
LP48	Regular	48	6	2	2	1	0	4	4	4	3	4	2	0
	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0
LP49	Regular	47												
	Handicap	2												
LP50		-												
LP51	Regular	33	3	4	4	6	4	4	4	5	4	6	7	5
LP52	Regular	7	0	0	1	1	1	1	0	0	2	0	0	0
LP53	Regular	13	4	3	2	2	2	3	3	4	4	4	5	5
	Handicap	2	1	1	1	1	0	0	0	1	0	0	1	1
LP54	Regular	26	6	6	6	6	6	6	8	7	7	5	5	5
LP55		-												
LP56	Private Parking	6	6	6	6	6	6	6	6	6	6	6	6	6
LP57	Regular	21	1	4	1	1	1	4	4	5	6	5	4	2
LP58	Regular	12	6	5	6	6	9	8	10	5	7	9	8	9
	Handicap	1	0	0	0	0	0	0	0	0	0	0	1	1
LP59	Customer Parking	11	0	0	1	1	2	4	2	3	4	2	6	6
	Handicap	1	0	0	0	0	0	0	1	0	0	0	0	1
	Regular (Unmarked)	6	3	1	2	2	1	1	1	2	2	1	1	3
LP60		-												
LP61		-												
LP62	Regular	108	47	45	35	35	40	46	43	44	40	38	35	28
	Handicap	8	1	1	2	2	1	1	0	1	1	0	1	0
	Miant. Vehicle	1	0	0	0	0	0	0	0	0	0	0	0	0
	30 Minute Parking	3	1	1	1	1	1	1	1	1	1	1	0	0
LP63	Regular	20	13	13	12	9	6	7	9	8	11	12	14	16
LP64	Regular	10	1	1	1	1	1	2	1	2	2	1	2	2
	Handicap	1	0	0	0	0	0	1	0	0	1	1	0	0
	Customer Parking	7	0	1	0	0	4	2	5	7	5	3	4	3
LP65	Regular	12	7	8	7	6	8	5	6	8	5	5	5	5
	Handicap	2	1	1	1	1	2	2	2	2	2	2	2	2
LP66	Regular	267	56	64	52	60	54	51	49	50	44	47	39	22
	Handicap	2	0	0	1	0	0	0	0	0	0	0	0	0
LP67	Regular	7	1	2	3	3	6	4	5	5	7	4	2	2
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP68	Customer Parking	8	2	2	3	3	5	4	3	3	5	4	3	3
	Handicap	1	0	0	0	0	1	0	0	0	0	1	0	0
LP69	Tenant Parking	3	0	0	0	1	1	0	1	1	0	0	0	0
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP70	Tenant Parking	19	15	14	11	12	13	13	13	12	12	12	12	13
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP71	Tenant Parking	18	9	9	9	7	6	6	8	8	10	14	13	16
	Handicap	1	1	1	0	0	0	0	0	0	1	1	1	1
LP72	Regular	4	0	0	0	0	0	0	0	0	0	0	0	0
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
	Regular (Unmarked)	13	0	0	0	0	0	0	0	0	0	0	0	0
LP73	Tenant Parking	12	10	10	9	9	7	8	8	7	6	10	10	11
LP74	Customer Parking	16	7	7	9	16	16	13	9	9	8	14	14	15
	Handicap	1	0	0	0	1	1	1	0	1	0	1	1	1

Prepared by National Data & Surveying Services

Parking Study

Project: 22-080307
City: Gilroy, CADate: 11/12/2022
Day: Saturday

Lot	Space Type	Space	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
Lot 1	Regular	56	44	37	37	39	35	35	38	37	36	29	27	25
	Handicap	3	2	1	0	0	0	0	0	0	0	0	0	0
Lot 2	Regular	81	26	39	56	72	69	70	57	52	48	45	34	39
	Handicap	5	0	1	3	2	1	2	1	0	0	0	0	0
Lot 3	Regular (2 Hr Parking 9am-6pm)	23	3	10	16	15	11	11	4	4	6	5	9	12
	Handicap	2	0	1	1	1	1	1	1	1	0	0	0	0
Lot 4	Regular	58	4	4	4	4	4	4	4	4	5	4	4	4
	Handicap	3	0	0	0	0	0	0	0	0	0	0	0	0
Lot 5	Regular	23	8	9	8	14	12	12	10	7	13	15	13	11
	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0
Lot 6	Regular	32	0	1	3	4	3	3	2	2	2	0	2	3
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
Lot 7	Regular	19	8	7	10	10	15	15	14	14	13	10	10	9
	Handicap	1	0	0	0	0	0	1	1	0	0	0	0	0
Lot 8	Regular	32	17	11	20	14	12	21	23	22	23	22	24	25
	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0
	Reserved Parking	34	16	12	14	12	13	12	12	14	14	14	10	13
Lot 9	Regular	76	17	21	19	18	20	17	22	19	23	20	17	18
	Taxi Parking Only	1	0	0	0	0	0	0	0	0	0	0	0	0
Lot 10	Regular	14	2	5	4	6	5	7	5	3	0	0	0	0
	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0
Lot 11														
Lot 12														
Lot 13	Regular	8	2	2	2	2	2	2	2	3	2	1	1	1
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
Lot 14	Regular	55	6	6	6	6	9	8	6	6	7	8	7	9
	Regular	15	0	0	0	0	0	0	0	0	0	0	0	0
LP1	Handicap	1	0	0	0	1	0	0	0	0	0	0	0	0
	Display Area	1	0	0	0	0	0	0	0	0	0	0	0	0
LP2	Regular	16	1	8	5	5	6	1	1	1	1	2	4	2
LP3	Regular	5	3	2	4	2	4	2	3	3	3	2	2	3
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP4	Regular	10	2	8	6	6	2	2	2	1	1	0	1	0
	Handicap	2	0	0	1	0	1	0	0	0	0	0	0	0
LP5	Regular	4	0	0	1	0	0	0	0	0	0	0	0	0
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP6	Regular	51	1	2	1	1	2	1	2	1	1	0	0	0
	Handicap	3	0	0	0	0	0	0	0	0	0	0	0	0
	Reserved Parking	1	0	0	0	0	0	0	0	0	0	0	0	0
	ATM Parking Only	1	0	0	0	0	0	0	0	0	0	0	0	0
LP7	Regular	20	1	2	2	1	2	2	2	2	1	1	1	1
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP8	Unmarked	38	0	0	0	0	1	0	0	0	0	0	0	0
LP9		-												
LP10	Regular	23	1	0	1	1	2	1	1	0	0	0	0	0
	Customer Parking	9	9	8	9	9	9	9	8	8	7	7	8	
LP11	Handicap	1	0	0	1	1	1	1	1	0	0	0	1	1
	Illegal	-	0	0	1	1	4	3	2	0	0	0	0	0
LP12		-												
LP13	Regular	2	0	0	0	0	0	0	0	0	0	0	0	0
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP14	Regular	16	2	6	8	6	7	4	2	1	1	1	1	1
LP15		-												
LP16	Regular	21	0	0	0	0	0	0	0	0	0	0	0	0
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP17	Regular	3	1	1	1	1	1	1	1	1	1	1	1	1
	Handicap	1	1	1	1	1	1	1	1	1	1	1	1	1
LP18	Regular	36	2	2	2	2	2	2	2	2	2	2	2	2
	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0
LP19		-												
LP20	Customer Parking	8	0	0	0	0	0	0	1	1	1	0	0	0
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP21	Regular	4	0	0	1	0	0	0	1	0	0	0	0	0
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP22	Regular	9	0	1	1	0	0	0	0	0	0	0	0	0
LP23	Regular	16	4	5	5	4	4	6	4	3	4	2	2	2
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP24	Regular	6	0	0	0	0	0	0	0	0	0	0	0	0
	Motorcycle	3	0	0	0	0	0	0	0	0	0	0	0	0
LP25	Reserved Parking	9	6	7	6	9	7	7	8	8	8	7	6	7
	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0
LP26	Regular	4	2	2	3	3	4	2	2	3	3	4	2	2
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP27	Regular	35	8	8	8	7	7	10	12	8	9	8	6	7
	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0

LP28	Regular	9	3	3	2	6	6	7	7	8	4	6	6	7
	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0
LP29	Regular	14	2	2	3	2	2	2	2	2	2	2	3	2
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP30	Regular	6	2	1	4	3	5	2	2	3	0	1	2	3
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
	15 Minute Parking	7	0	0	0	0	0	0	0	0	0	0	0	0
LP31		-												
LP32	Regular	5	1	1	2	3	2	3	1	2	1	0	0	1
	Handicap	1	0	1	1	0	0	0	0	0	0	0	0	0
LP33		-												
LP34		-												
LP35	Regular	14	2	2	4	3	1	0	0	0	0	1	0	1
	Handicap	1	0	0	1	1	0	0	0	0	0	0	0	0
LP36	Tenant Parking	8	0	1	2	2	2	2	2	0	0	0	0	0
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP37	Regular	6	2	2	2	2	2	2	2	2	3	3	4	4
LP38	Regular	3	0	0	0	1	1	0	0	0	0	0	0	0
	Patient Parking	6	0	0	0	0	1	2	1	0	0	0	0	0
LP39	Regular (Unmarked)	12	3	3	3	3	3	3	3	3	3	3	3	3
LP40	Regular	12	6	6	9	11	12	12	12	10	9	9	6	4
LP41	Regular (Unmarked)	9	2	2	3	4	6	6	6	5	3	3	2	2
LP42	Regular	9	4	4	5	7	7	9	8	9	9	9	9	9
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
	Sign was Blank	3	0	0	1	1	1	1	0	1	1	1	2	2
LP43	Regular	69	4	5	10	11	12	38	38	23	7	5	4	4
	Handicap	4	0	0	0	0	2	2	2	0	0	0	0	0
LP44	Regular	10	0	0	4	2	5	6	9	9	5	1	1	1
	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0
LP45	Regular	52	0	11	23	29	48	48	48	32	26	27	0	0
	Handicap	3	0	0	1	2	3	3	3	0	0	0	0	0
LP46	Regular	56	13	16	22	25	27	27	27	22	18	16	2	1
	Handicap	3	0	0	0	0	0	3	3	1	1	0	0	0
LP47	Regular	38	0	0	6	11	17	22	22	18	9	2	4	1
	Handicap	3	0	0	1	0	2	1	0	1	0	0	0	0
LP48	Regular	48	0	0	4	7	7	6	4	4	1	0	0	0
	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0
LP49	Regular	47												
	Handicap	2	28	28	28	28	28	28	28	28	28	28	28	28
LP50		-												
LP51	Regular	33	3	6	5	3	3	5	7	5	5	4	5	5
LP52	Regular	7	0	0	1	0	0	0	2	2	0	0	0	0
LP53	Regular	13	2	3	4	5	3	3	4	5	5	5	3	3
	Handicap	2	2	2	1	1	1	1	1	1	1	1	1	1
LP54	Regular	26	5	5	5	5	5	5	5	6	5	5	5	5
LP55		-												
LP56	Private Parking	6	6	6	6	6	6	6	6	6	6	6	6	6
LP57	Regular	21	1	2	2	2	3	7	6	7	10	9	8	9
LP58	Regular	12	5	4	6	5	5	4	7	6	5	7	8	10
	Handicap	1	0	0	1	1	1	0	1	0	1	1	1	0
LP59	Customer Parking	11	0	2	2	4	6	5	2	2	2	6	4	3
	Handicap	1	1	0	0	1	1	0	0	0	1	0	1	0
	Regular (Unmarked)	6	1	2	2	1	3	2	3	2	2	4	3	1
LP60		-												
LP61		-												
LP62	Regular	108	12	10	8	10	9	13	14	18	17	20	18	19
	Handicap	8	0	0	0	0	0	0	0	0	0	0	0	0
	Miant. Vehicle	1	0	0	0	0	0	0	0	0	0	0	0	0
	30 Minute Parking	3	0	0	0	1	3	0	0	1	0	0	0	1
LP63	Regular	20	16	16	15	15	11	12	13	13	12	11	11	12
LP64	Regular	10	2	2	2	1	4	6	5	5	2	3	7	7
	Handicap	1	0	0	0	0	1	1	0	1	0	1	1	1
	Customer Parking	7	1	1	1	7	7	7	7	7	6	7	7	6
LP65	Regular	12	5	5	5	5	5	5	5	5	5	5	5	5
	Handicap	2	2	2	2	2	2	2	2	2	2	2	2	2
LP66	Regular	267	30	29	26	29	30	32	30	35	31	26	24	26
	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0
LP67	Regular	7	0	0	0	0	0	0	0	0	0	0	0	0
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP68	Customer Parking	8	1	1	3	5	4	4	3	3	3	1	1	1
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP69	Tenant Parking	3	1	1	1	1	1	1	1	1	0	1	1	0
	Handicap	1	1	1	0	0	0	0	0	0	0	0	0	0
LP70	Tenant Parking	19	17	16	15	14	12	13	13	13	14	16	16	13
	Handicap	1	1	1	1	0	0	1	1	1	1	1	1	1
LP71	Tenant Parking	18	15	14	14	15	13	12	12	14	17	15	18	16
	Handicap	1	1	1	1	0	0	0	0	0	1	1	1	1
LP72	Regular	4	0	0	0	0	0	0	0	0	0	0	0	0
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
	Regular (Unmarked)	13	0	0	0	0	0	0	0	0	0	0	0	0
LP73	Tenant Parking	12	10	9	8	8	7	8	8	9	7	5	5	6
LP74	Customer Parking	16	5	7	11	16	16	15	13	12	16	16	16	16
	Handicap	1	0	0	0	0	1	1	0	0	0	0	0	0

Prepared by National Data & Surveying Services

Parking Study

Project: 22-080307
City: Gilroy, CA

Date: 12/3/2022
Day: Saturday

Lot	Space Type	Space	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
Lot 1	Regular	56	50	50	48	47	51	52	52	54	56	56	34	20
	Handicap	3	2	2	2	2	2	2	2	2	3	2	2	1
Lot 2	Regular	81	45	51	63	81	81	81	81	81	75	81	64	43
	Handicap	5	0	0	3	1	3	2	2	4	1	3	2	2
Lot 3	Regular (2 Hr Parking 9am-6pm)	23												
	Handicap	2												
Lot 4	Regular	58	4	5	10	15	21	16	13	12	22	17	8	4
	Handicap	3	0	0	0	0	0	0	0	0	0	0	0	0
Lot 5	Regular	23					20	20	17	20	13	23	23	20
	Handicap	2					1	1	1	1	1	1	1	1
Lot 6	Regular	32	6	19	19	20	20	22	25	23	18	15	11	5
	Handicap	1	1	0	1	0	0	1	1	1	1	1	0	0
Lot 7	Regular	19												
	Handicap	1												
Lot 8	Regular	32												
	Handicap	2												
	Reserved Parking	34												
Lot 9 (LP - X)	Regular	76	20	22	24	27	25	32	33	37	41	39	35	33
	Taxi Parking Only	1	0	0	0	0	0	0	0	0	0	0	0	0
Lot 10	Regular	14	0	2	4	8	7	8	6	5	3	1	0	0
	Handicap	2	0	0	1	1	0	0	0	0	0	0	0	0
Lot 11														
Lot 12														
Lot 13 (LP - X)	Regular	8	0	0	1	0	3	4	2	0	3	4	3	3
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
Lot 14	Regular	55	12	9	13	18	18	17	14	11	11	17	20	21
LP1	Regular	15	0	0	1	1	0	0	0	0	0	0	1	0
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP2	Display Area	1	0	0	0	0	0	0	0	0	0	0	0	0
	Regular	16	0	2	7	5	0	0	0	2	1	0	0	0
LP3	Regular	5	5	4	3	5	3	4	4	3	4	2	3	2
	Handicap	1	0	0	0	1	1	1	1	1	0	0	0	0
LP4	Regular	10	2	6	6	7	4	1	1	1	0	0	1	0
	Handicap	2	0	2	1	1	0	0	0	0	0	1	0	0
LP5	Regular	4	0	0	0	0	0	0	0	0	0	0	0	0
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP6	Regular	51	1	4	6	3	4	1	2	3	2	2	1	0
	Handicap	3	0	0	0	0	0	0	0	0	0	0	0	0
	Reserved Parking	1	0	0	0	0	0	0	0	0	0	0	0	0
	ATM Parking Only	1	0	0	0	0	0	0	0	0	0	0	0	0
LP7	Regular	20	1	1	2	2	2	3	3	3	2	1	1	1
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP8	Unmarked	38	0	0	0	0	0	0	0	0	0	0	0	0
LP9		-												
LP10	Regular	23	0	0	0	0	0	0	0	0	0	0	0	0
LP11	Customer Parking	9	7	8	9	9	8	7	7	6	3	2	1	2
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP12		-												
LP13	Regular	2	0	0	0	0	0	0	0	0	0	0	0	0
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP14	Regular	16	6	7	10	13	16	12	12	11	9	8	4	7
LP15		-												
LP16	Regular	21	0	0	0	0	0	0	0	0	0	0	0	0
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP17	Regular	3	1	1	1	1	1	1	1	1	2	2	1	1
	Handicap	1	1	1	1	1	0	0	1	1	1	1	1	0
LP18	Regular	36	1	1	1	1	1	1	1	1	1	2	2	2
	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0
LP19		-												
LP20	Customer Parking	8	2	2	4	5	1	0	0	3	3	2	0	0
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP21	Regular	4	3	4	4	2	4	3	0	0	0	0	0	0
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP22	Regular	9	2	2	2	2	2	2	2	2	2	2	2	2
LP23	Regular	16	4	5	4	4	4	4	3	3	3	2	1	1
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP24	Regular	6	0	0	2	1	1	1	1	0	0	0	0	0
	Motorcycle	3	0	0	0	0	0	0	0	0	0	0	0	0
LP25	Reserved Parking	9	5	6	6	7	6	5	4	3	4	2	0	1
	Handicap	2	2	2	2	2	2	2	2	2	1	1	0	0
LP26	Regular	4	2	3	1	2	1	1	2	3	3	0	0	0
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP27	Regular	35	18	13	9	7	8	10	7	4	11	8	3	0
	Handicap	2	1	1	0	0	0	0	0	0	0	0	0	0

LP28	Regular	9	8	6	6	7	5	7	6	5	4	5	3	1
	Handicap	2	1	0	1	0	1	0	0	1	2	0	1	0
LP29	Regular	14	2	2	2	2	2	2	2	2	2	2	2	2
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP30	Regular	6	1	2	2	2	2	3	3	3	4	5	3	3
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
	15 Minute Parking	7	0	2	4	5	5	3	3	3	2	2	4	3
LP31		-												
LP32	Regular	5	2	3	3	2	1	1	2	2	2	2	3	3
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP33		-												
LP34		-												
LP35	Regular	14												
	Handicap	1												
LP36	Tenant Parking	8	2	2	3	3	3	2	2	2	1	1	1	1
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP37	Regular	6	0	0	0	0	0	0	0	0	0	0	0	0
LP38	Regular	3	0	2	2	2	2	3	3	3	3	3	3	0
	Patient Parking	6	0	0	0	0	0	0	0	3	4	4	0	0
LP39	Regular (Unmarked)	12	4	4	4	4	4	4	4	4	4	4	4	4
LP40	Regular	12												
LP41	Regular (Unmarked)	9												
LP42	Regular	9												
	Handicap	1												
	Sign was Blank	3												
LP43	Regular	69	6	6	6	8	7	7	7	7	6	6	5	5
	Handicap	4	0	0	0	0	0	0	0	0	0	0	0	0
LP44	Regular	10	0	0	0	0	0	0	0	0	0	0	0	0
	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0
LP45	Regular	52	1	2	13	21	39	32	34	26	21	19	1	0
	Handicap	3	0	0	0	0	0	1	0	1	1	0	0	0
LP46	Regular	56	2	3	18	17	24	23	7	8	10	11	2	2
	Handicap	3	0	0	2	0	0	0	0	0	0	0	0	0
LP47	Regular	38	3	3	4	4	3	3	2	2	2	1	1	1
	Handicap	3	0	0	0	0	0	0	0	0	0	0	0	0
LP48	Regular	48	0	1	3	3	3	2	1	1	1	1	1	1
	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0
LP49	Regular	47												
	Handicap	2	27	27	27	29	30	27	29	29	30	32	32	32
LP50		-												
LP51	Regular	33												
LP52	Regular	7												
LP53	Regular	13												
	Handicap	2												
LP54	Regular	26												
LP55		-												
LP56	Private Parking	6	6	6	6	6	6	6	6	6	6	6	6	6
LP57	Regular	21	1	2	4	4	3	3	5	5	7	6	8	7
LP58	Regular	12	9	7	8	6	6	7	5	6	8	6	7	10
	Handicap	1	1	1	1	0	1	1	1	0	1	1	1	1
LP59	Customer Parking	11	1	2	2	4	3	3	4	5	6	6	4	4
	Handicap	1	1	0	0	1	0	0	0	1	1	1	1	0
	Regular (Unmarked)	6	2	2	2	1	2	2	2	1	2	2	2	3
LP60		-												
LP61		-												
LP62	Regular	108	8	10	18	21	28	33	39	42	45	48	51	46
	Handicap	8	0	0	0	0	0	0	0	0	0	0	0	0
	Miant. Vehicle	1	0	0	0	0	0	0	0	0	0	0	0	0
	30 Minute Parking	3	1	0	0	1	1	0	1	0	0	0	1	0
LP63	Regular	20	15	13	13	12	11	12	11	13	14	13	14	15
	Regular	10	1	1	0	10	10	10	10	10	10	10	10	9
LP64	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
	Customer Parking	7	2	2	1	4	5	5	7	6	4	3	5	5
LP65	Regular	12	7	7	7	7	7	7	7	7	7	7	7	7
	Handicap	2	2	2	2	2	2	2	2	2	2	2	2	2
LP66	Regular	267	19	21	19	21	21	21	20	20	18	17	18	17
	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0
LP67	Regular	7	1	1	1	1	1	1	1	1	1	1	1	1
	Handicap	1	1	0	0	0	0	0	0	0	0	0	0	0
LP68	Customer Parking	8	0	0	1	0	0	4	5	4	3	5	5	2
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP69	Tenant Parking	3	3	3	3	3	3	1	1	3	1	3	3	3
	Handicap	1	0	1	0	0	1	1	1	1	1	1	1	1
LP70	Tenant Parking	19	17	19	19	19	19	19	16	19	19	15	17	19
	Handicap	1	0	0	1	0	0	0	0	0	0	0	0	0
LP71	Tenant Parking	18	16	14	17	13	10	14	12	14	13	13	16	16
	Handicap	1	0	0	0	0	0	0	1	1	0	1	1	1
LP72	Regular	4	4	4	4	4	4	4	4	4	4	4	4	4
	Handicap	1	1	1	1	1	0	0	0	0	0	0	0	0
	Regular (Unmarked)	13	10	10	8	8	11	10	10	10	10	9	9	9
LP73	Tenant Parking	12	8	7	8	8	6	7	9	5	7	7	9	6
LP74	Customer Parking	16	0	2	2	5	7	6	9	7	13	12	11	12
	Handicap	1	0	0	0	0	0	0	1	0	0	1	1	0

Prepared by National Data & Surveying Services
Parking Turnover & Occupancy

Project ID: 22-080307
 City: Gilroy, CA

Date: 11/10/2022
 Day: Thursday

Number of spaces for "UNMARKED" segments are only approximate. Occupancy counts may exceed the approximate number of spaces.

Number of spaces for Unmarked Segments are only approximate. Occupancy could exceed the approximate number of spaces.							Time											Duration																		
Segment	St	From	To	Restriction	Measurement	Approximate Space	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS						
1	1st St	Monterey Hwy	End	No Parking Anytime	0'	0																														
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Segment	St	From	To	Restriction	Measurement	Approximate Space	Time											Duration																		
2	1st St		End	Eigleberry St	No Parking Anytime	0'	0																													
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Segment	St	From	To	Restriction	Measurement	Approximate Space	Time											Duration																		
3	1st St	Eigleberry St	Monterey Hwy	No Parking	0'	0	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS						
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Segment	St	From	To	Restriction	Measurement	Approximate Space	Time											Duration																		
4	Eigleberry St	1st St	2nd St	No Restriction	386'	19	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS						
							7222	X	X	X	X	X	X	X	X	X	X	X	X													1				
							6613	X	X	X	X	X	X	X	X	X	X	X	X													1				
							Y567	X	X	X	X	X	X	X	X	X	E147	X	M849	1	1									1						
							X113	X	X	X	X	X	X	X	X	X	X	X	P303	1											1					
							H349	X	X	X	X				S081	X	X	X																		
							B609	X	X	P303	X				C761		B585	X	X	1	1	2	1	1												
							IL68	X	X	X				U264	H349	X	X	1		1	1															
							E147			S081	H349	X								2	1															
							OCCUPANCY:						8	7	8	8	7	4	4	7	5	7	7	6	6	3	3	2	1	0	0	0	1	0	1	2
							Segment	St	From	To	Restriction	Measurement	Space	Time											Duration											
5	Eigleberry St	2nd St	1st St	No Restriction	Not Applicable (Marked Spaces)	25	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS						
											IL68	X	X	X	X	X	X	X	X									1								
							1722	X			B609	X	X	X									1													
							C761	X	X	X	X	X	X	X	X															1						
											07P2	X	X	X	X	X	X	X	X	X											1					
							OCCUPANCY:						7	6	8	8	10	8	8	7	6	7	7	7	8	4	4	3	0	0	0	1	1	2	0	1
Segment	St	From	To	Restriction	Measurement	Approximate Space	Time											Duration																		
6	Eigleberry St	2nd St	3rd St	No Restriction	386'	19	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS						
							T602	S204	X	X	X	X	X	X	X	X	X	X	X	1											1					
							01NMN	X	X	X	X	X	X	X	X	X	X	X	X												1					
							9022	X	X	X	X	X	X	X	X	X	X	X	X												1					
							15001	X	X	X	X	X	X	X	X	X	X	X	X												1					
							L223	X	X	X	X	X	X	X	X	X	X	X	X												1					
							E515	X	X	X	X	X	X	X	X	X	X	X	X												1					
							8245	R141	X	X	X	X	X	X	X	X	X	X	X	1											1					
							OCCUPANCY:						7	7	8	7	7	8	7	7	8	9	8	5	2	0	0	0	0	0	0	0	0	0	3	4

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Segment	St	From	To	Restriction	Assessment	Approximate Space	Time											Duration																										
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS														
10	Eigleberry St	4th St	5th St	No Restriction	202'	10	8257	X	X	X	X	X	X	X	X	X	X	X	1									1																
							W177		S003	X	X	X	X	X	X	X	X	X																										
							G762	X	X	L888	X	X	X	X	X	X	S936	G401	2		1					1																		
							S941	X	X	X	X	66F3	X	E125	A503	X	X	A508			2	1	1		1				1															
							T212	X	X	X	X	X	X	X	X	X	X	X	X											1														
							L339	X	X	X	X	X	X	W450	X	X	U742	X			1	1				1																		
							L442	X	X	X	X	A147	X	X	X	X	X	X																										
							M110	X	X	X	X	X	X	X	X	X	X	X	X											1														
							M595	X	X	X	X	X	X	X	X	X	X	X	X																									
	E412		P216	X	X							S686	X	X	1		2							1																				
	Eigleberry St	4th St	5th St	15 min Parking	155'	8	K477	X	X	X	X	X	X	A545	X	X	X	X					1																					
							Y896	X	X	X	X	X	X	X	X	X	X	X											1															
							C812	X	G521	X	X	8246	X	F209	X	X	L848	J936	2	2	2																							
							W209		4346	F923	X			2084	X	X	L591		3	1	1		1																					
									E12P							K583	X	X	1																									
							OCCUPANCY:													14	11	15	14	13	12	12	13	13	15	15	14	12	5	8	2	2	0	4	0	0	0	1	1	4

Segment	St	From	To	Restriction	Assessment	Space	Time											Duration																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
11	Eigleberry St	5th St	4th St	No Restriction	Not Applicable (Marked Spaces)	29	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	

Segment	St	From	To	Restriction	Assessment	Approximate e Space	Time											Duration																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
12	Eigleberry St	5th St	6th St	No Restriction	366'	18	W731	X	X	X	X	X	X	X	X	X	X	X																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								

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Segment	St	From	To	Restriction	asurement	pproximate e Space	Time											Duration																			
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS							
20	Eigleberry St	9th St	10th St	No Restriction	345'	17	D170	X	X	X	X	X	X	X	X	X	X	X													1						
							C469	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X															
							E594	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X					1									
							1214	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X												1		
							K282	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X												1	
							K637	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X												1	
							K595	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X												1	
							33A3	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X												1	
							3071	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C388	1										1	
							N577	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X												1	
							W000	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		1										1	
							A558	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X												1	
							2643	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	H661	1				1							1
							G823	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		1	1			1							1
							K346	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	A588		1	1									
							OCCUPANCY:							15	15	14	14	14	13	13	14	14	14	14	14	15	3	3	2	2	2	1	1	0	2	1	1

Segment	St	From	To	Restriction	asurement	pproximate e Space	Time											Duration														
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
21	Eigleberry St	10th St	9th St	No Restriction	431'	22	78C3	X	X	X	X	X	X	X	X	X	X	X											1			
							M591	X	X	X	X	X	X	X	X	X	X	X	X													1
							G181	X	X	X	X	X	X	X	X	X	X	X	X													1
							D642	X	X	X	X	X	X	X	X	X	X	X	X													1
							7247	X	X	X	X	X	X	X	X	X	6522	X	X													1
							C233	X	X	X	X	X	X	2247	X	X	X	X	X			1						1				
							M200	X	X	X	X	X	X	X	X	X	X	X	X					1								1
							M902	X	X	X	X	X	W095	T216	X	X	X	X	X	1				1	1							
							S001	X	X	X	X	X	X	X	X	X	X	X	X													1
							S020	X	X	X	X	X	X	X	X	X	X	X	X													1
							2022	X	X	X	X	X	X	X	X	X	X	X	X													1
							S021	X	X	X	X	X	X	2103	X	X	X	X	X				1	1								1
							Y922	X						6672	X	X	X	X	X			1			1							
							U381	W095						R878				4275	X	X	3			1								
								6672						Y922				L396	C233	X	3	1										
																		C469	X	X			1									
																	C718															
																	1765															
OCCUPANCY:							14	15	12	12	12	12	11	15	13	16	16	18	9	2	3	0	4	2	1	0	1	0	0			

Segment	St	From	To	Restriction	assurance	approximate e space	Time												Duration												
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS	
22	Gourmet Alley	2nd St	3rd St	No Parking	0'	0																									
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Segment	St	From	To	Restriction	assurance	approximate e space	Time												Duration												
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS	
23	Gourmet Alley	3rd St	2nd St	No Parking	0'	0																									
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Segment	St	From	To	Restriction	assurance	approximate e space	Time												Duration											
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS
24	Gourmet Alley	3rd St	4th St	No Parking	0'	0																								
OCCUPANCY:																														

Segment	St	From	To	Restriction	assurance	approximate e space	Time												Duration												
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS	
25	Gourmet Alley	4th St	3rd St	No Parking	0'	0																									
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Segment	St	From	To	Restriction	asurement	Space	Time											Duration																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
26	Gourmet Alley	4th St	5th St	No Restriction	Not Applicable (Marked Spaces)	4	0027																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					</

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Segment	St	From	To	Restriction	assurance	Space	Time											Duration																			
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS							
46	Monterrey Hwy	6th St	7th St	2hr Parking 8am-6pm/No Parking Wed 7am-5pm Tow Away Zone City of Gilroy	Not Applicable (Marked Spaces)	14	8699	X	X	X	X	X	X										1						1								
							2691	X	X	X	X	X	X	X	X	X	X	X																			
							L782	X	X	X	X	X	VB51	X	X	G160	X	X			2				1												
							ES95	X	X	X	X	X	X	X	X	K238	X	X	1		1				1												
							1334	X	X	X	X	X	X	X	X	5642	X	X									1										
							A382	X	X	X			U485	X	X			K643	1		1	1															
												5636	X	X	X	X	X	X						1													
							H117	X	X	X	X	X	X	X	X	X	C324		C146	2								1									
							W384	X	X	X	X	X	X	X	X	X	X	X	R092	1									1								
							E019	X	X	25KO			E929	X	X	X	U239	X	X	1		3															
							W061	X	X	X	X	X	11F3	P369	X			P328	2	1					1												
							5721	X	X	X	X	X	X	F750		X				2						1											
							3612	X	X	X	X	X	X	X	X	X	X	X	X																		
												R117						K795		2																	
							OCCUPANCY:							11	13	12	12	10	10	13	12	11	8	11	12	1	8	1	0	3	3	0	2	0	1	2	
47	Monterrey Hwy	Hornlein Ct	6th St	2hr Parking 8am-6pm	Not Applicable (Marked Spaces)	11	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS							
							41T1	X	X	X	X	X	X	X			R590	X		1	1							1									
													3741	X			N949		1	1																	
							3741	X	X	X	X	X	G289	X	2766		1648	X	1	2					1												
													R951	X	X	X	3263	P962	AMPD	3																	
							V301	X	X		9772	X	R390	X	X	X	R951	X		2	2	2															
							G015			Y227			X924	X		F623	X		2	2																	
							E029						H214			2890	X	T297	3	1																	
							K055						J066			D716	X	4285	3	1																	
							V124	X	X	X	X	X	X	X	X	X	X	X													1						
							J030	X	X	X							N051	X	1				1														
							OCCUPANCY:							4	8	5	5	5	9	7	4	6	10	6	14	10	2	1	2	0	0	1	0	0	0	1	
							48	Monterrey Hwy	7th St	Hornlein Ct	2hr Parking 8am-6pm	Not Applicable (Marked Spaces)	2	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS
														OCCUPANCY:													0	0	0	0	0	0	0	0	0	0	0
49	Monterrey Hwy	7th St	8th St	No Restriction	Not Applicable (Marked Spaces)	23	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS							
							A307	X	X	X	X	X	X	X	X	X	X													1							
							H256	X	X		5515	X	X	X	X	X	X				1					1											
							N688	X	X	X	X	X	X	X	X	X	X													1							
							E504	1970	2057		7963	R367	9229		N779	L656			8																		
							T015	V381	X	X	X	0033	9081	P022	X	X	X	BB20	4																		
							4E17	N755	X	X		N381	X	X	X	X	U991		2	1				1													
							N548	7821	8421		E525	T806	2A11	W882	N835	X181	F790	9A0V	11																		
							1853	P008	X	X	0110	0545	SCLA	A674	5743	X	X	X	5		1	1															
							5402	V147	H562	X	X	X	X	X	X	X	X	HT62	3									1									
							2418	X	X	X	X		X273	E521	W937	X	X	1988	3		1		1														
							5520	X	X	X	T378		R111	C118	V684	X	X		3		1	1															
							8811	X	X		1383	6410	9101	X	X	X	X		2		1			1													
							V626	X	X	X	X	X	X	X	X	X	X											1									
							48F3	X	X	X	X	X	X	X	X	X	X	X												1							
							F171						HOP1	3099	X	5834	X	18A2	3	2																	
																8811	X	X			1																
																R64P	6419	X	X	1		1															
																			1																		
							OCCUPANCY:							12	12	15	9	13	12	15	14	16	18	13	9	46	3	7	4	3	1	0	0	2	3	0	0
							50	Monterrey Hwy	8th St	7th St	No Restriction	Not Applicable (Marked Spaces)	22	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS
				2776															1																		
															ITA4	X	X	U303	1		1																
															X	X	X							1													
															25T1				2																		
															66AH	X	X	X			1	1															
															NP	X	X	X					1														
															33E1																						
OCCUPANCY:							2	2	2	2	3	5	4	5	6	5	3	3	6	0	2	1	3	0	0	0	0	0	1								

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Segment	St	From	To	Restriction	assurance	approximate Space	Time												Duration											
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS
68	3rd St	Egleberry St	End	No Restriction	96'	5	LU77	X					X444	X	X	X			1	1	1	1								
	3rd St	Egleberry St	End	Handicap	Not Applicable (Marked Spaces)	1	0792	X	X								D242		1											
OCCUPANCY:							2	2	1	0	1	0	1	1	1	1	1	0	2	1	1	1	0	0	0	0	0	0	0	0
69	3rd St	End	Egleberry St	No Restriction	105'	5	KE77				C128	X		EB95	70V2	X	X	W331	1	1	1		1							
																		70V9	1											
OCCUPANCY:							1	0	0	0	1	1	2	2	2	1	3	3	2	3	1	0	1	0	0	0	0	0	0	0
70	3rd St	Gourmet Alley	Egleberry St	No Restriction	87'	4	BE35	X	X	X	X	X	X	X	X	X	X	X	1				2							1
							GB79	X	X	X	X	X		X	X	X	X	X		1										
OCCUPANCY:							2	2	2	2	3	2	1	2	2	2	2	2	0	1	0	0	2	0	0	0	0	0	0	1
71	3rd St	Egleberry St	Gourmet Alley	No Restriction	111'	6	T180	X	X	X	X	X		D128	X	X	X	X		1			1							
											S718	X	2085	X	X	X	X	X		1			1							
OCCUPANCY:							1	1	1	1	2	2	1	1	3	3	3	0	0	1	2	0	1	1	0	0	0	0	0	0
72	3rd St	Monterey Hwy	Gourmet Alley	1 hr Parking 5am-6pm	Not Applicable (Marked Spaces)	4	G432	X								K150	X	X		1	1									
																V887	X	X		1										
OCCUPANCY:							1	1	0	0	0	0	0	0	0	2	2	2	0	1	2	0	0	0	0	0	0	0	0	0
73	3rd St	Gourmet Alley	Monterey Hwy	1 hr Parking 5am-6pm	Not Applicable (Marked Spaces)	4								2085		D128	X	X	1	1	1									
											B173	X				23K2	X	X	1			1								
OCCUPANCY:							0	0	0	0	3	2	0	0	2	2	2	2	2	2	1	1	0	0	0	0	0	0	0	0
74	4th St	Egleberry St	Alley	No Restriction	92'	5													5											
							RT62				T355	P278				P858			2											
OCCUPANCY:							0	2	0	0	2	1	0	1	0	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0
75	4th St	Alley	Egleberry St	No Restriction	32'	1													5											
	4th St	Alley	Egleberry St	15 min Parking 5am-6pm	56'	3	G573	9LTV	K477		L171	34L0		60A3	U376	C410	20FG		9											
OCCUPANCY:							1	2	1	1	1	1	0	3	2	1	3	0	16	0	0	0	0	0	0	0	0	0	0	0
76	4th St	Gourmet Alley	Egleberry St	2hr Parking 5am-6pm	Not Applicable (Marked Spaces)	4	B902	X	X	X	X	X	X	X	X	X	X	X	1	1	1	1		1		1				
							Y521	X	X	X	W874	X	X	X	X	X	X	X		1	2									
77	4th St	Gourmet Alley	Egleberry St	Passenger Loading Limit 5 min	Not Applicable (Marked Spaces)	1	P192	X		P12	X	X	5061	X	X				1											
	4th St	Gourmet Alley	Egleberry St	Illegal Parking	-		O663	X	X	X	X			6580		CD77	X	X	1			1								
OCCUPANCY:							6	6	5	4	5	4	4	5	2	4	4	4	2	3	5	1	1	1	1	1	0	0	0	0
77	4th St	Egleberry St	Gourmet Alley	2hr Parking 5am-6pm	Not Applicable (Marked Spaces)	5	X822	X	X	X	B592	E035	X	X	X	C629	X	X	1		1	2								
							L39H	X	X	X	S4N3	W034	X	X	X	L449	X	X	3		2									
OCCUPANCY:							5	4	3	5	5	5	5	5	4	5	5	5	8	1	4	2	0	0	2	0	0	0	0	1

Segment	St	From	To	Restriction	Assessment	Space	Time										Duration																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
78	4th St	Monterey Hwy	Gourmet Alley	2hr Parking Sam-6pm	Not Applicable (Marked Spaces)	4	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								

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							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
89	5th St	Monterey Hwy	Gourmet Alley	2hr Parking Sam-6pm	Not Applicable (Marked Spaces)	6	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													

Segment	St	From	To	Restriction	assurance	approximate e space	Time											Duration																			
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS							
99	6th St	Rosanna St	Hanna St	No Restriction	237'	12	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM													1						
							NOLP	X	X	X	X	X	X	X	X	X	X	X	X															1			
							E731	X	X	X	X	X	X	X	X	X	X	X	X	X															1		
							N080	X	X	X	X	X	X	X	X	X	X	X	X	X															1		
							TRUCK				97F3	7197	X	C453	X	X	X	X	X	X	2	1				1											
OCCUPANCY:							4	3	3	4	5	5	6	6	6	6	6	6	2	2	0	1	0	1	0	1	0	0	0	3							
Segment	St	From	To	Restriction	assurance	approximate e space	Time											Duration																			
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS							
100	6th St	Church St	Rosanna St	No Restriction	186'	9	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM													1						
							A273	X	X	X	X	X	X	X	X	X	X	X	X															1			
							J544	X	X	X	X	X	X	X	X	X	X	X	X	X															1		
							M148	X	X	X	X	X	X	X	X	X	X	X	X	X															1		
							E937	X	X	X	X	X	X	X	X	X	X	X	X	X															1		
OCCUPANCY:							4	6	5	6	6	7	7	6	6	6	6	6	2	1	0	0	1	1	0	1	0	0	0	0	4						
Segment	St	From	To	Restriction	assurance	approximate e space	Time											Duration																			
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS							
101	6th St	Rosanna St	Church St	No Restriction	168'		8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM													1						
OCCUPANCY:							1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1							
Segment	St	From	To	Restriction	assurance	approximate e space	Time											Duration																			
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS							
102	6th St	Eigleberry St	Church St	No Restriction	194'	10	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM													1						
							H822	X	X	X	X	X	X	X	X	X	X	X	X															1			
							Z330	X	X	X	X	X	X	X	X	X	X	X	X	X															1		
							R897	X	X	X	X	X	X	X	X	X	E915	X	X									1							1		
							N910	X	X	X	X	X	X	X	X	X	X	X	X	X															1		
OCCUPANCY:							6	5	5	7	5	5	5	6	6	8	8	7	3	1	3	0	1	0	0	0	2	0	0	3							
Segment	St	From	To	Restriction	assurance	approximate e space	Time											Duration																			
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS							
103	6th St	Church St	Eigleberry St	No Restriction	188'	9	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM													1						
							C862	X	X	X	X	X	X	X	X	X	X	X	X	X															1		
							S422	X	X	X	X	X	X	X	X	X	X	X	X	X	Y879	X		1											1		
							J518	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X													1		
							E021	X	X	X	X	X	X	X	X	X	X	X	X	X	X															1	
OCCUPANCY:							5	5	5	5	7	7	6	8	8	8	8	7	0	3	0	0	2	0	0	1	0	2	1	2							
Segment	St	From	To	Restriction	assurance	Space	Time											Duration																			
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS							
104	6th St	Gourmet Alley	Eigleberry St	2hr Parking Sam-6pm	Not Applicable (Marked Spaces)	3	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM <td>7:00PM</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>1</td>	7:00PM														1					
							7674	X	Y618	S4H2	X	X	66B2	X	4776	X	X	X	X	X	2	2													1		
							S152	X		M552	X	X	X	F491	X	X	X	X	X	X	1		1				1								1		
							M053	X	X	X	X	X	X	X	X	X	X	X	X	X	5011	1							1							1	
							OCCUPANCY:							3	1	3	3	3	2	3	3	3	2	2	3	4	2	1	0	1	1	0	0	1	0	0	0
Segment	St	From	To	Restriction	assurance	Space	Time											Duration																			
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS							
105	6th St	Eigleberry St	Gourmet Alley	2hr Parking Sam-6pm	Not Applicable (Marked Spaces)	6	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM														1					
							K751	X	X	X	X	X	Y761	X	X	X	X	X	X	X	X	B422	X		1											1	
							W431	X	X	X	X	X	X	M024	X	V117	X						1													1	
							Y761	X	X	8618	X	X		MBAL	X	X	X							1	1	1	1									1	
							ECV6	0013	X	X	X	X					4236	X						1	1	1	1										1
OCCUPANCY:							5	6	5	6	6	2	4	4	6	6	1	2	4	7	2	2	3	1	0	0	0	0	0	0	0						
Segment	St	From	To	Restriction	assurance	Space	Time											Duration																			
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS							
106	6th St	Monterey Hwy	Gourmet Alley	2hr Parking Sam-6pm	Not Applicable (Marked Spaces)	5	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM														1					
							4871	CARN		S5H1	X	X	X	J928	X	X	X	X	X	2															1		
							T917	X	X	X	X	X	X	X	X		K979	X	X				1					1							1		
							73G1	X	X	X	X	X	X	D326	X	X	X						1	2												1	
							K643	X	X	X	X	X	X	X	X	X	29F2	X	X											1							1
OCCUPANCY:							4	5	3	4	4	4	4	3	4	3	4	5	4	3	4	1	1	0	1	0	1	0	1	0	0	0					
Segment	St	From	To	Restriction	assurance	Space	Time											Duration																			
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS							
107	6th St	Gourmet Alley	Monterey Hwy	2hr Parking Sam-6pm	Not Applicable (Marked Spaces)	5	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM														1					
							S892	X	S9A2	1444	L361					X	X	X	X	X	X	X	2340	1												1	
							H044	X	X	2813						2813	X	X	X	X	X	X	X	3													1
							E471	X							26M41	R389	X	X090	X	X	1	2	1														1
															82J1			2284	8835	X	3	1															
OCCUPANCY:							1	4	2	2	2	2	2	3	2	2	3	3	4	8	4	0	1	0	0	0	0	0	0	1	0	0					
Segment	St	From	To	Restriction	assurance	Space	Time											Duration																			
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS							
108	6th St	RR Tracks	Monterey Hwy	2hr Parking Sam-6pm	Not Applicable (Marked Spaces)	7	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM														1					
							S892	X	S9A2	1444	L361						2813	X	X	X	X	X	X	3												1	
							H044	X	X	2813						26M41	R3																				

Segment	St	From	To	Restriction	assurance	Space	Time										Duration															
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
109	6th St	Monterey Hwy	RR Tracks	2Hr Parking Sun-Gpm	Not Applicable (Marked Spaces)	7	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
							OB39	S3E2	A136	X	X	X			T253	X	S8X6	4130	4	1			1									
							ODOC	S34	P416	X	X	X			O3E1	X	G92Z	X	2	2			1									
							44HY	F132						T931	X	C127	X	X	2	1			1									
							M873	A006								S143	X	X	2		1											
							L064				R361	X		Y009	X	3R61	X	1	2	1	1											
							F154	J101							5442	X	X	2	1	1												
Occupancy:							4	7	3	2	3	3	1	2	6	7	7	5	15	7	3	3	0	0	0	0	0	0	0			
Segment	St	From	To	Restriction	assurance	Space	Time										Duration															
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
110	6th St		Railroad St	RR Tracks	No Restriction	Not Applicable (Marked Spaces)	1	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS	
																		B139	X	X				1								
Occupancy:							0	0	0	0	0	0	0	0	0	1	1	1		0	0	1	0	0	0	0	0	0	0	0		
Segment	St	From	To	Restriction	assurance	Space	Time										Duration															
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
111	6th St		RR Tracks	Railroad St	No Restriction	Not Applicable (Marked Spaces)	1	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM <td>5:00PM</td> <td>6:00PM</td> <td>7:00PM</td> <td>0-1 HRS</td> <td>1-2 HRS</td> <td>2-3 HRS</td> <td>3-4 HRS</td> <td>4-5 HRS</td> <td>5-6 HRS</td> <td>6-7 HRS</td> <td>7-8 HRS</td> <td>8-9 HRS</td> <td>9-10 HRS</td> <td>10-11 HRS</td> <td>11-12 HRS</td>	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS	
												8BHZ	X	X	X	X								1								
Occupancy:							0	0	0	0	1	1	1	1	0	0	0	0		0	0	1	0	0	0	0	0	0	0	0		
Segment	St	From	To	Restriction	assurance	Space	Time										Duration															
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
112	6th St	End	Railroad St	No Restriction	66'	3	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
							64M3	X	X	X	X	X	X	X	X	X	X	X	X	X												1
							C576	X	X	X	X	X	X	X	X	X	X	X	X	X				1				1				
										X972	X	X	X	X	X	X	X	X	X	X									1			
Occupancy:							2	2	2	3	3	3	4	3	3	4	4	4		0	0	0	1	0	1	1	0	1	0	0	1	
Segment	St	From	To	Restriction	assurance	Space	Time										Duration															
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
113	6th St	Railroad St	End	No Restriction	88'	4	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
							A020	X	X	X	X	X	X	X	X	X	X	X	X													1
							K480	X972							3352	X	X	X	X	2				1								
							B281							16V2	X					1	1											
Occupancy:							3	2	1	1	1	1	2	3	2	2	2	2		3	1	0	0	1	0	0	0	0	0	1		
Segment	St	From	To	Restriction	assurance	Space	Time										Duration															
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
114	7th St	Hanna St	Dowdy St	No Restriction	184'	9	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
							T235	X	X	X	X	X	X	X	X	X	X	X	K195	1												1
							2239	D285	X	X	X	T464	X	X	X	X	X	X	X	1				1				1				
							K526	X	X	X	X	X	X	X	X	X	X	X												1		
							B962	X	X	X	X	X	X	X	X	X	X	X												1		
							N323	X	X	X	X	X	X	X	X	X	X	X													1	
							F600				5739	L391	X	X	X	X	X	X	X	2					1			1				
Occupancy:							2	3	6	5	6	7	7	7	7	8	6	3		5	0	0	1	0	1	2	1	1	1	0		
Segment	St	From	To	Restriction	assurance	Space	Time										Duration															
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
115	7th St	Dowdy St	Hanna St	No Restriction	156'	8	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
							N123	X	X	T043	3962	8836	U577	X	X	X	X	X	3				1									
							B600	X	X	X	X	X	X	X	X	X	X	X													1	
							B962	X	X	1600	9501	7325	X	X	X	X	X	X	2				1									
Occupancy:							3	3	3	3	3	2	3	3	3	4	6	5		5	2	3	0	0	2	0	0	0	0	1	0	
Segment	St	From	To	Restriction	assurance	Space	Time										Duration															
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
116	7th St	Rosanna St	Hanna St	No Restriction	175'	9	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
							A399	X	X	X	X	X	X827	F600	X	X	X	C530	X	X	1		2		1							
							T043	P181	X	X	AR26	C530	8836	X	X	X	X	AR26	X	3	1	1	1									
	J735	X	X	X	X	X	X	X	X	X	X	N402	X		1						1											
	99L2	X	X	X	X	X	X	X	X	X	X	X688	X		1					1												
	90A3	X												1	1																	
Occupancy:							4	5	4	4	4	5	4	2	2	2	4	4		5	4	3	1	1	1	1	0	0	0	0	0	
Segment	St	From	To	Restriction	assurance	Space	Time										Duration															
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
117	7th St	Hanna St	Rosanna St	No Restriction	172'	9	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
							B426	X	X	X	X	X	X	X	X	X	4389	X	T043	1	1								1			
							D960	C520	90A3	X	X	X	X	X	X	X	X	X	X	2											1	
							X827	X	X	X	X	4399	X	X	X	X	X	X	X					1			1					
Occupancy:							3	3	4	3	3	3	4	4	3	4	3	5	6	3	1	0	1	0	1	0	1	1	0	0		
Segment	St	From	To	Restriction	assurance	Space	Time										Duration															
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
118	7th St	Church St	Rosanna St	No Restriction	137'	7	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
							C584	X	R040	X	X	X	X	X	X	X	X	X	X												1	
							AB18	X	B567	X	X	AACG	X	X	X	X	X	X	X	1	1							1				
							U729																									

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Segment	St	From	To	Restriction	asurement	Approximate e space	Time												Duration											
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS
144	10th St	End	Egleberry St	No Parking	0'	0																								
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Segment	St	From	To	Restriction	asurement	Approximate e space	Time												Duration											
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS
145	10th St	Monterey Hwy	Egleberry St	No Parking	0'	0																								
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Segment	St	From	To	Restriction	asurement	Approximate e space	Time												Duration											
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS
146	10th St	Egleberry St	Monterey Hwy	No Parking	0'	0																								
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Segment	St	From	To	Restriction	asurement	Approximate e space	Time												Duration											
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS
147	10th St	RR Tracks	Monterey Hwy	No Restriction	48"	2	1VPC	X	X	X	X	X	X	X	X	X	X	X												1
OCCUPANCY:							1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1

Segment	St	From	To	Restriction	asurement	Approximate e space	Time												Duration											
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS
148	10th St	Monterey Hwy	RR Tracks	No Parking	0'	0																								
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Date: 11/12/2022
Day: Saturday

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Segment	St	From	To	Restriction	Assurance	Approximate to Space	Time												Duration												
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS	
4	Egleberry St	1st St	2nd St	No Restriction	386'	19	7232	X	X	X	X	X	X	X	X	X	X	X									1				
							66H3	X	X	X	X	X	X	X	X	X	X	X											1		
							H349	X	X	X	X	X	X		8808	P303	X	X	X	1							1				
							V762	X	X	X	X	X	X		E147	X	X	X	X								1			1	
							X113	X	X	X	X	X	X	X	X	X	X	X	X											1	
							B585	X	X	X	X	X	X	X	X	X	X	X	X	X											1
							Y567	X	X	X	X	X	X	X	X	H349	F193	X	X	1		1						1			
							E147	X	X	X	U275	X	X	X	X				Y567	X											
							G989	X	X	M656	X	X	X	X	X					X		1									
OCCUPANCY:							9	9	9	9	9	9	9	7	7	8	7	2	2	2	1	3	0	2	1	0	0	0	4		

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Segment	St	From	To	Restriction	Assurement	Space	Time												Duration																		
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS							
7	Egleberry St	3rd St	2nd St	No Restriction	Not Applicable (Marked Spaces)	22	4112	X	X	X	X	X	X	X	X	X	X	X	NP	2	1		1							1							
							NP	X	X	X	X	T021	NP	X	X	X	X	NP	1	1	1	1															
							R861	X	X	X	X	X	X	X	X	X	X	X								1											
							H936	X	X	X	X	X	X	X	X	X	X	X												1							
							L774	X	X	X	X	F405	L774	X	X	X	X	X	1			1			1												
							F312	X	X	X	X	X	X	X	X	X	X	X												1							
							V316	X	X	X	X	X	X	X	X	X	X	X												1							
														V716	X	X	X	X	1			1															
							M045	X	X	X	X	X	X	X	X	X	X	50M3	1						1												
							50M3	X	X	X	X	X	X	X	X	X	X													1							
							R464	X	X			R464	X	X	X	X			1			1	1		1												
									M141										V844	2																	
							G704	X	E364										F313	2	1																
							B844		W465	X	X	X	X	X	X	X				1						1											
							F313								F313					2																	
								B609	X	X													1														
							OCCUPANCY:							13	12	15	12	12	12	12	12	13	10	10	13	14	3	4	5	1	0	3	1	0	0	0	5

Segment	St	From	To	Restriction	Assurement	Space	Time												Duration												
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS	
8	Egleberry St	4th St	3rd St	No Restriction	Not Applicable (Marked Spaces)	28							B149	X	X	X	P314	X	X	X											
												5077	X	X																	
							9386	X	X	X	X	X	X	X	X	X	X	X													1
							J323	X	X	X	X	X	X	X	X	X	X	X													1
	</																														

Segment	St	From	To	Restriction	Assessment	Approximate to Source	Time											Duration													
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS	
10	Egleberry St	4th St	5th St	No Restriction	202'	10	8257	X	X	X	W556	X	X	X	88F3	M955	K30	I283	4				2								
							N157	X	X	X	3462	X	X	X	X	2401	X	V212	1	1			1	1							
							U931	X	X	X	8251	X	X	X	X	D107	X	X	X					3							
							M743	X	X	X	X	X	X	X	X	X	X	X	X												1
							W232	X	X	X	X	X	X	X	G163	2832	2467	X		2	1					1					
							8462	X	X	X	X	X	X	X	X	X	X	X	X												1
							5813	X	X	X	X				C287	X	V911	E821	X	1	2			1							
							T212	X	X	X	X				G445	T789	G2F3		3				1								
							T513	X	X	X	X				68FE				1				1								
							D107	X													1			1							
	Egleberry St	4th St	5th St	15 min Parking	155'	8	N293	X	X	X	X	X	X	X	P607	X	M595	X		2						1					
							80VG	X	X	X	X	X	X	X	X	R972	X	G283	8K30	2	1						1				
							D911	C812	X	X	X	X	X	X	X	X	2468	8861	3									1			
							5133	X	X			7916	X	X	X	X	L212	X	X			2		1							
								7739	X	X	X	X	X	X	X	E683	W287	X	6821	2	1					1					
									D157					J911	X	H945	X	M361	G233	3	2										
									J513							G1E3	A545	T812		4											
																3257															
							OCCUPANCY:							14	15	16	13	11	11	12	15	15	14	15	15	29	11	2	9	2	0

Segment	St	From	To	Restriction	Assessment	Space	Time											Duration														
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
11	Egleberry St	5th St	4th St	No Restriction	Not Applicable (Marked Spaces)	29	1721	X	X	X	X	X	4211	X	D426	G3V2	F288	3	1				1									
							F622	X	X	X	X	X	L092	X	X		L220	X			1	1				1						
							4622	X	X	X	X	X	X	X	E750	AN16	X	X	1			1					1					
							K080	X	X	X	X	X	X	X	X	X	X	X	X													
							N942	X	X	X	X	X	X	X	X	X	X	X	X	X												1
							R497	X	X	X	X	X	X	X	X	X	X	X	X												1	
							8089	X	X	X	X	X	X	X	X	X	X	X	X												1	
							H653	X	X	X	X	X	X	X	X	X	X	X	X													1
							P786	X	X	X	X	X	X	J400	X	LUUV			1721	2	1					1						
							A336	X	X	X	X	X	X	X	X	3K17	X	F250		1	1							1				
							4551	X	X	X	X	X	X	F333	R401					2						1						
							G445	X	X	X	X	X	X	X	X	Y065	X				1							1				
							N516	X	X	X	X	X	X	K716	X		X	X	X							1						
							D966	X	X	X	X	X	X	X	4E19	K261					2							1		1		
							N404	X	X	X	X	X	X	X	X	X	X	X	X												1	
							K950	X	X	X	X	X	X	X	X	X	X	X	X													1
							1512	X	X	X	X	X	X	D324	X	X	E653	X	X				2			1						
							J735	X	X	X	X	X	X	X	X	5750	X	X	X							1						
							U705	X	X	X	X	X	X	R456	X	X	A298	X	X								1					
							F000	X	X	X	X	X	X	X	X	X	X	X	X				1	1				1				
							E846	X	X	X	X	X	X	X	X	X	X	X	X													1
							Y896	X	X	X	X	X	X	X	X	X	X	X													1	
							NP	X	E035	X	X	X	X	V689	X	X		V707		1	1	1	1									
							O621	X	X	X	X	X	X	P173	X			CEEB	X		2					1						
							5406	X	X	X	X	X	X	O421	X						1											
							8640	X	X	X	X	X	X	C047	X	X										1						
							Y660	X	X	X	X	X	X	X	X	X																
							76V2	X	X	X	X	X	X	X	X	X	1	X													1	
							OCCUPANCY:							28	28	28	28	28	27	29	28	25	18	17	16	14	10	7	2	1	9	2

Segment	Street	From	To	Restriction	Assessment	Approximate Space	Time											Duration																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
12	Eagleberry St	5th St	6th St	No Restriction	366'	18	9318	X	1V8D	P988	C857	X	X	X	X	X	U776	X	3	2					1																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											

Segment	Street	From	To	Restriction	Measurement	Space	Time										Duration																	
13	Egleberry St	6th St	5th St	No Restriction	Not Applicable (Marked Spaces)	22	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS				
							UB14	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X				1							1
							J023	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X								1			
							P580	X	X	X	X	X	X	X	X	X	X	X	X	X	8K66	2333	U90T	3								1		
							V117	X	X	X	X	X	X	X	X	X	X	X	X	X	8945	K689	X	1	1							1		
							41T1	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X										1	
							G632	X	X		2857	X	X	X		3393	H673	B580	C691	X	3	1		1	1									
							S569	X	X	X	X	X	F569	M798	X	E578	X							1	2			1						
							Z013	LZTK	5307	ENAZ	3440		P228	Y928			X689		8															
							P328	X	X	X	X	X	X	C035	X	B297	X							2					1					
							P586	X	X	X	X	X	X	X	X	X	X134	X	H603	X				2							1			
							J604	X	X	X	X	X	X	X	X	X			L892	X	X					1								
							W915	X	A931	X	X	X	X	G201	X									2			1							
							S874	24C2	X	X	X	X	X	X	X	X	X	X	X	X	1												1	
							R6PN	X	X	X	X	X	X	M771	X	K731	X																	
							N438	X	X		R134	6914		L048	X	X	X				2			2			1	1		1				
							L102	X	X	X	X	X	X	X	X	X	X	2493	X	X											1			
							M865	X	W218	X	X	X	X	EANZ	MEAZ	4909	74C2	1T44	X	4	2					1								
							N452	X	X	X	X	X	X	X	X	X	X	X	L489	X				1								1		
							M245	K564		P155			4252	46C1	T693						6													
							2493	X	X	X	X	X	X	X	X	L454	X	N904			1	1								1				
							D459	X	X	X	X	X	X	M075	X	M142	T638	96C3			3	1						1						
Z9F0	86K0	U333	X430	DU54	X	ZH93		M785	X	P184				6	2																			
OCCUPANCY:							18	22	22	21	22	18	22	21	19	20	15	12	39	19	4	5	2	2	1	4	3	0	1	2				

Segment	St	From	To	Restriction	Measurement	Approximate Space	Time										Duration																	
14	Egleberry St	6th St	7th St	No Restriction	390'	20	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS				
							67W2	A208	X	X	8533	X	X	G645	K823	X	E846		3	1	2													
							W731	X332	X	X	X	X	X	X	X	M409	X	X	X	X										1				
							V638	X	9288	X	X	X	X	X	X	X	X	X	X	X												1		
							U776	H911	X	X	X	X	X	X	X	X	X	X	X	X	1		1									1		
							K434	VO27	X	X	X	X	F132	X	H893	X	B405	X	1	3						1								
							84C1	X	X	X	X	X	X	X	X	X	X	X														1		
							34C3	X	X	X	X	X	U871	X	X	X	X	X									2							
							Z944	X	X	X	X	X	X	X	X	V720	5770	HA98		3									1					
							B3H2	60R2	23N2	X	X	X	X	B420	X	P898	X	X	2	1	1	1												
								L316	W153	X	X	X	X	X	X	X	X	X	1													1		
								9683	X	X	X	X	X	X	X	X	X	X														1		
								E372	X	X	X	X	X	X	X	X	C372	X				1									1			
										F192	X		N027	X	X	X	X				1				1									
										4871	X	X	2553	X	X	X	MC12			1			2											
										9869	X		J489	X	X	X	X					1			1									
													L4CB																					
														N815		C128	X	X	2		1													
														4213		63C1	X	X	1		1													
														A911		J124	X	X	1		1													
								K721	N977	X	X	X	X	B401	X	X	X	X			1				2									
								F132	X			5720	X	X	X	X									1	1								
OCCUPANCY:							5	11	14	13	17	18	14	19	16	19	19	10	18	10	9	6	3	0	2	1	2	2	1	0				

Segment	St	From	To	Restriction	Measurement	Space	Time										Duration																
15	Egleberry St	7th St	6th St	No Restriction	Not Applicable (Marked Spaces)	34	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS			
							R452	X	H807			P639	X	X	N585	X	X	X	X	1	1	1	1										
							J813	X	X	X	X	X	X	X	X	X	X	X	X														1
							H470	X	X	X	X	X	F695	X	X	X	X	X	X	X	U925	1						1	1				
									E655	X	8954	2710	X		4354	X	X	X	X	1	2												
							2710	X	X	X	X	X	X	X	X	X	X	X	X														1
							U377	X	X	X		R608	X	X	X	X	X	X	X											1			
							X583	X	X	X	X	X	X	X	X	X	X	X	J774	X			1				1					1	
									K428		8513	X	X	U397	X	X	X	X	X	1			1				1						
							A241	X	X	X	X	X	X	X	X	X	T923	N284	X	1	1										1		
							Z513	X	X	X	4377	X		2513	X	X	X	X	X			1				1	1						
							L266	X	X	X	U937	X	X	K191	X	X	X	X	X					1	1	1							
									2058	R178	Z8C4	X	X	N374	VO27	X	X	X	X	3			1	1									
							B927	X	X	X	X	X	X	X	X	X	X	X	X														1
									W126	8874	W618	X	X	X	X	X	X	X	X										1				
									X		94V5	X	X	09M3	X	X	N452	X	X	1			1	2									
							9782	X	X	X	X	X	X	X	X	X	X	X	X														1
							S955	X	X	X	C415	X	X	X	X	X	X	X	X								1						
							V977	X	X	2979	X	X	X	X	X	X	X	X	X								1				1		
									9476	X	1622	X	X	X	R768	X	X	X	X								1	1	1				
							16V2	X	X	X	CARN	X	X	X	16V1	X	X	X	X								1	2					
							U051	X	X	X	X	8740	X	W313		X	X	X	X								1	1	1				
8613	X	X	X	X	X	X	X	X	X	X	X	X	X													1							
F947	X	X	X	X	X	X	X	X	X	X	X	X	X																				
R166	X	X	X	2979	63R2			2658														3											
B406	X	X	X																			2											
H603							7387	O381		V907	X463											5	1										
K546							N552			J934	X											2	2										
B261							F634	X	X	X	X	X	X	X											1								

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Segment	St	From	To	Restriction	Assurement	Approximate to Space	Time												Duration												
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS	
19	Egleberry St	9th St	8th St	No Restriction	306'	15	06H2	X	X	X	X	X	X	X	X	X	X											1			
							79L1	X							L281	X	G257	X	X		2	1									
							H853	X	X	X	X	X	X	X	X	X	X	X										1			
							R442	42X1	X				C079	X	X	X	X	X	1	1					1						
							LA22	X	X	X	X	X	X	X	X	X	X	X												1	
							Y226	X	X	X	X	X	X	X	X	X	X	X												1	
							V955	X	X	X	X	X	X	X	X	X	X	X												1	
							F627	X	X	X	X	X	X	X	X	X	X	X							1						
							G320	X	X	X	X	X	X	X	X	X	X	X												1	
							S3P2	X	X	X	X	X	X	X	X	X	X	X												1	
							8407	X	X	X	X	1952	X	X	X	X	X	87K1	X		1			2							
							Z516	X	X			P626						N738	X	X	1		2								
							N567	X	X	H390	X	X	X	X	X	X	X	X	X								1				
								X363	X	X	X	X	X	X	X	X	X	X	X											1	
							S192	X	X	X	X	X	X	X	X	X	X	X	X											1	
								X	X	X	X	X	X	X	X	X	X	X	X								1				
							C068	X	X	X	X	X	X	X	X	X	X	X	X												1
OCCUPANCY:							15	17	16	14	15	15	15	16	16	16	15	15	2	4	4	0	2	0	1	1	1	1	9		

Segment	St	From	To	Restriction	Assessment	Approximate to Space	Time												Duration														
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS			
20	Egleberry St	9th St	10th St	No Restriction	345'	17	E936	X	X	X	X	X	X	X	X	X	X	X												1			
							K006	X	X	X	X	X	X	X	X	X	X	X															
							6181	X	X	X	X	X	X	X	X	X	X	X										1			1		
							L394	X	X	X	X	X	X	X	X	X	X	X													1		
							D575	X	X	X	X	X	X	X	X	X	X	X	X													1	
							N544	X	X	X	X	X	X	X	X	X	X	X										1					
							F250	X	X	X	X	X	X	X	X	X	X	X	X	X												1	
							X591	X	X	X	X	X	X	X	X	X	X	X											1				
							3383	X	X	X	X	X	X	X	X	X	X											1					
							2264	X	X	X	X	3071	X	X	X	X	X	X	X					1			1						
							7639				3387	X						M591	X	X													
							Y828						J452	X	X						1		1	1									
							L765	X	X	X	X	X													1								
							87H2																			1							
							2647														1												
							K542	X	X															1									
OCCUPANCY:							16	12	12	12	12	13	11	11	10	10	8	7	6	4	1	3	0	2	0	1	0	3	1	1	4		

Segment	St	From	To	Restriction	Assurement	approximate to Space	Time												Duration											
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS
21	Egleberry St	10th St	9th St	No Restriction	431'	22	5020	X	X	X	X	X	X	X	X	X	X	X	X									1		
							E672	X	X	X	X	X	X	X	X	X	X	X	X											1
							Y826	X	X	X	X	X	X	X	X	X	X	X	X											1
							82H2	X	X	X	X	X	X	X	X	X	X	X										1		
							N677	X	X	X	X	X	X	X	X	X	X	X											1	
							A638	X	X	X	X	X	X	X	X	X	X	X	X											1
							L742	X	X	X	X	X	X	X	X		8212	X	X			1					1			
							F672	X	X	X	X	X	X	X	X															
							3480	X	X	X	X	X	X	X	Y828					1						1				
							J794	X	X	X	X	X	X	X	X	X	X											1		
							J796	X	X	X	X	X	X	X	X	X	X											1		
							5015	X	X	X	X	X	2022	X	X	X	X					1	1							
							2647	X	X	X	X													1						
							L765	X	X	X	X													1						
							V881	X	X	X	X	X	X	X	X	X	X										1			
							M591	X	A2H2	L746	G472									3	1									
							4612	X	X	8322	6033								2		1									
							J998	X		4622										1	1									
							W505	X	1675	X	X	X											1							
							3071	X															1							
							9023	X															1							
OCCUPANCY:							21	21	18	19	18	14	13	13	11	9	6	5	7	5	2	2	3	0	1	1	2	3	1	4

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Segment	St	From	To	Restriction	Assurement	Approximate to Space	Time											Duration														
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
37	Monterey Hwy	1st St	Loof Ave	2hr Parking 7am-6pm	372'	19	0442	X	X	X	X	X	X	X	X	X	X	X											1			
							6702	X	X	X	X	X	X	X	X	X	X	X													1	
							2466	X	X	X	X	X	X	X	X	X	X	X	X													1
							06V2	X	X	X	X	X	X	X	X	X	X	X	X													1
							H010	X	X	X	X	X	X	X	X	X	X	X	X													1
							W492	X	P746	M972	X	X	X	G010	X	R419	V644	X	2	3		1										
							5415	X	R648	X	X	X	X	X	X	P229	E476	B960	3	1						1						
							B159	X	W604	E236	X	96G3	X	X	R593	P743	X	X	2	2	2						1					
							93P2	X	K236	E476	X	X	X	X	2A13	B601	C858	63L4	5	1			1									
							R820	Y972	Z949	X	X	N768	X	N381	X	L038	A779		4	2	1											
								B960	B960	X	X	X	X	X		C201			2						1							
								M100	005C	97V1	X	W710	X	T934	X				2	3												
								A020	Z153	X	L476	B9N0	X						2	2												
									J467	X									1													
									87M2	X									1													
									06E3	X										1		1										
										W605									1													
										G159									1													
										P743									1													
										M437									1													
OCCUPANCY:							10	13	16	20	13	13	13	12	11	11	10	9	26	17	3	1	1	1	1	0	0	0	5			
Segment	St	From	To	Restriction	Assurement	Approximate to Space	Time											Duration														
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
38	Monterey Hwy	2nd St	3rd St	No Restriction	68'	3	8:00AM	X	V642	X	X	X	T166	X	X	X	X	X		1		1		1								
							0802	X	X	X	X	X	6AA1	X	NP	X	X	X				1		1								
									J757	X	X	X	X	X	SB41	X						1										
OCCUPANCY:							2	2	3	3	3	3	3	3	3	3	2	2	0	3	0	2	0	3	0	0	0	0	0	0		
Segment	St	From	To	Restriction	Assurement	Approximate to Space	Time											Duration														
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
39	Monterey Hwy	3rd St	Loof Ave	No Restriction	128'	6					5715	X	X	X								1										
OCCUPANCY:							0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Segment	St	From	To	Restriction	Assurement	Space	Time											Duration														
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
40	Monterey Hwy	3rd St	4th St	No Restriction	Not Applicable (Marked Spaces)	9																										
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
Segment	St	From	To	Restriction	Assurement	Approximate to Space	Time											Duration														
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
41	Monterey Hwy	Lewis St	3rd St	No Restriction	300'	15																										
	Monterey Hwy	Lewis St	3rd St	2hr Parking 9am-6pm	Not Applicable (Marked Spaces)	4																										
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					

Segment	St	From	To	Restriction	Measurement	Space	Time										Duration																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
42	Monterey Hwy	4th St	5th St	2hr Parking 5am-6pm	Not Applicable (Marked Spaces)	24																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					

Segment	Street	From	To	Restriction	Assessment	Space	Time										Duration																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
44	Monterey Hwy	5th St	6th St	2hr Parking 5am-6pm	Not Applicable (Marked Spaces)	20																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					

Segment	St	From	To	Restriction	Assurement	Space	Time														Duration																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
47	Monterey Hwy	Hornlein Ct	6th St	2hr Parking 5am-6pm	Not Applicable (Marked Spaces)	11																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									

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Segment	St	From	To	Restriction	Assurement	Approximate Space	Time										Duration																	
68	3rd St	Egleberry St	End	No Restriction	96'	5	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS				
																														1				
	3rd St	Egleberry St	End	Handicap	Not Applicable (Marked Spaces)	1																												
OCCUPANCY:							1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1				
Segment	St	From	To	Restriction	Assurement	Approximate Space	Time										Duration																	
69	3rd St		End	Egleberry St	No Restriction	105'	5	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS			
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Segment	St	From	To	Restriction	Assurement	Approximate Space	Time										Duration																	
70	3rd St	Gourmet Alley	Egleberry St	No Restriction	87'	4	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS				
							X654	W277	X	X	X	T168	X	X	X	X	X	X	X	1				1										
							B635	Z085	X	X	X	X	X	X	X	3522	X	X	X	1				1					1					
							NP	D128	X	X	X	X	X	X	X	X	X	X	2816	X	X	1			1					1				
							L822		X	X															1									
OCCUPANCY:							3	4	4	4	3	3	3	3	3	3	3	3	3	0	2	2	2	0	0	2	1	0	0	0	0			
Segment	St	From	To	Restriction	Assurement	Approximate Space	Time										Duration																	
71	3rd St	Egleberry St	Gourmet Alley	No Restriction	111'	6	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS				
							C777	X	X	X	70C2	X					9271						1	1			1							
							W873	X	X	X														1			1							
OCCUPANCY:							2	2	2	2	2	1	1	0	0	0	1	0	0	1	1	0	2	0	0	0	0	0	0	0	0			
Segment	St	From	To	Restriction	Assurement	Space	Time										Duration																	
72	3rd St	Monterey Hwy	Gourmet Alley	1 hr Parking 5am-6pm	Not Applicable (Marked Spaces)	4	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS				
							ID62	X	W620	X															2									
							18R0	X	X	X																								
							H883	X	X																		1							
							V595	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X					1							
OCCUPANCY:							4	4	4	3	1	1	1	1	1	1	1	1	0	2	1	1	0	0	0	0	0	0	0	1				
Segment	St	From	To	Restriction	Assurement	Space	Time										Duration																	
73	3rd St	Gourmet Alley	Monterey Hwy	1 hr Parking 5am-6pm	Not Applicable (Marked Spaces)	4	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS				
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Segment	St	From	To	Restriction	Assurement	Approximate Space	Time										Duration																	
74	4th St	Egleberry St	Alley	No Restriction	92'	5	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS				
										C705							F733																	
OCCUPANCY:							0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0			
Segment	St	From	To	Restriction	Assurement	Approximate Space	Time										Duration																	
75	4th St	Alley	Egleberry St	No Restriction	32'	1	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS				
75	4th St	Alley	Egleberry St	15 min Parking 5am-6pm	56'	3					3318					V222	X	X	X	1			1											
OCCUPANCY:							0	0	0	0	1	1	0	0	0	2	2	1	1	4	0	0	1	0	0	0	0	0	0	0	0			
Segment	St	From	To	Restriction	Assurement	Space	Time										Duration																	
76	4th St	Gourmet Alley	Egleberry St	2hr Parking 5am-6pm	Not Applicable (Marked Spaces)	4	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS				
76	4th St	Gourmet Alley	Egleberry St	Passenger Loading Limit 5 min	Not Applicable (Marked Spaces)	1																												
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Segment	St	From	To	Restriction	Assurement	Space	Time										Duration																	
77	4th St	Egleberry St	Gourmet Alley	2hr Parking 5am-6pm	Not Applicable (Marked Spaces)	5	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS				

Segment	St	From	To	Restriction	Assurement	Space	Time												Duration																	
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS						
78	4th St	Monterey Hwy	Jourmet Alle	2hr Parking 5am-6pm	Not Applicable (Marked Spaces)	4																														
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Segment	St	From	To	Restriction	Assurement	Space	Time												Duration																	
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS						
79	4th St	Gourmet Alley	Monterey Hw	2hr Parking 5am-6pm	Not Applicable (Marked Spaces)	3																														
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Segment	St	From	To	Restriction	Assurement	Approxims to Space	Time												Duration																	
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS						
80	Lewis St	RR Tracks	Monterey Hw	No Parking	0'	0																														
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Segment	St	From	To	Restriction	Assurement	Space	Time												Duration																	
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS						
81	Lewis St	Monterey Hwy	RR Tracks	2hr Parking 5am-6pm	Not Applicable (Marked Spaces)	8																														
	Lewis St	Monterey Hwy	RR Tracks	15 min Parking 5am-6pm	Not Applicable (Marked Spaces)	3																														
Lewis St	Monterey Hwy	RR Tracks	Handicap	Not Applicable (Marked Spaces)	1																															
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Segment	St	From	To	Restriction	Assurement	Space	Time												Duration																	
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS						
82	Lewis St		End	RR Tracks	No Restriction	98'	5																													
OCCUPANCY:							4	4	4	4	4	4	4	4	4	4	4	4	4	4	0	0	0	0	0	0	0	0	0	0	0	4				
Segment	St	From	To	Restriction	Assurement	Approxims to Space	Time												Duration																	
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS						
83	Lewis St	RR Tracks	Railroad St	No Restriction	40'	2																														
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Segment	St	From	To	Restriction	Assurement	Space	Time												Duration																	
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS						
84	Lewis St	Railroad St	End	No Restriction	82'	4	4503	X	X	X	X	X	X	X	X	X	X	X	X	X											1					
							C779	X	X	X	X	X	X	X	X	X	X	X	X	X													1			
	Lewis St	Railroad St	End	No Restriction	Not Applicable (Marked Spaces)	4																														
Lewis St	Railroad St	End	Handicap		1																															
OCCUPANCY:							2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0	2					
Segment	Street	From	To	Restriction	Assurement	Approxims to Space	Time												Duration																	
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS						
85	5th St	Egleberry St	Alley	No Restriction	105'	5																														
							2752	X	X	X	X	H651	H167	X	X	X	X	X	X	1	1		2													
							G621	X	X	X	X	BV97		2752	K537	K289	X	X	3																	
							DQDG				H308	X	X	X	X	X		BV69	X	1	1		1													
							K127				K127	X	X	X	X	X				1			1													
							W919							V697	X	X	X			1		1														
OCCUPANCY:							5	2	2	2	2	4	3	3	5	5	2	3	3	7	2	2	3	2	0	0	0	0	0	0	0					
Segment	Street	From	To	Restriction	Assurement	Approxims to Space	Time												Duration																	
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS						
86	5th St		Alley	Egleberry S	No Restriction	112'	6	U031	X	X	X	X	X	X	X	X	X	X	X	X											1					
								U855	X	X	X	X	X	X	X	X	X	X	X	X													1			
								PH83	X	X				PH83	X	X	X	X	X	X			1			1										
								OCCUPANCY:							3	3	3	2	2	3	3	3	3	3	3	0	0	1	0	0	0	1	0	0	0	0
Segment	Street	From	To	Restriction	Assurement	Space	Time												Duration																	
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS						
87	5th St	Gourmet Alley	Egleberry S	2hr Parking 5am-6pm	Not Applicable (Marked Spaces)	3																														
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					

Segment	Street	From	To	Restriction	Assessment	Space	Time												Duration											
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS
88	5th St	Egleberry St	Gourmet Alley	2hr Parking 5am-6pm	Not Applicable (Marked Spaces)	6																								
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
89	5th St	Monterey Hwy	Gourmet Alley	2hr Parking 5am-6pm	Not Applicable (Marked Spaces)	6																								
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
90	5th St	Gourmet Alley	Monterey Hwy	2hr Parking 5am-6pm	Not Applicable (Marked Spaces)	5																								
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
91	Martin St	RR Tracks	Monterey Hwy	No Parking	0	0																								
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
92	Martin St	Monterey Hwy	RR Tracks	2hr Parking 5am-6pm	Not Applicable (Marked Spaces)	15																								
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
93	Martin St	RR Tracks	Railroad St	2hr Parking 5am-6pm	52'	3	4592	X	X	X	X	X	X	X	X	X	X												1	
OCCUPANCY:							2	2	2	2	2	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0
94	Martin St	RR Tracks	Railroad St	No Restriction	38'	2																								
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
95	Martin St	Alley	Railroad St	No Restriction	97'	5	M288	X	X	X	X	X	X	X	E392	X	Y925	X		2						1				
OCCUPANCY:							3	3	3	3	3	3	2	3	2	2	3	3	0	3	0	0	1	1	0	2	0	0	0	0
96	Martin St	RR Tracks	Alley	No Restriction	101'	5	G233	X	X	X	X									1										
OCCUPANCY:							4	4	4	5	5	3	3	3	3	3	3	3	0	0	0	0	2	0	0	0	1	0	0	2
97	6th St	Hanna St	Dowdy St	No Restriction	128'	6																								
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[illegible]

Segment	Street	From	To	Restriction	Assessment	Space	Time											Duration															
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS			
107	6th St	Gourmet Alley	Monterey Hwy	2hr Parking 5am-6pm	Not Applicable (Marked Spaces)	5																											
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Segment	St	From	To	Restriction	Assessment	Space	Time											Duration															
108	6th St	RR Tracks	Monterey Hwy	2hr Parking 5am-6pm	Not Applicable (Marked Spaces)	7	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS			
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Segment	St	From	To	Restriction	Assessment	Space	Time											Duration															
109	6th St	Monterey Hwy	RR Tracks	2hr Parking 5am-6pm	Not Applicable (Marked Spaces)	7	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS			
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Segment	St	From	To	Restriction	Assessment	Space	Time											Duration															
110	6th St	Railroad St	RR Tracks	No Restriction	Not Applicable (Marked Spaces)	1	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS			
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Segment	St	From	To	Restriction	Assessment	Space	Time											Duration															
111	6th St	RR Tracks	Railroad St	No Restriction	Not Applicable (Marked Spaces)	1	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS			
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Segment	St	From	To	Restriction	Assessment	Approximate Space	Time											Duration															
112	6th St	End	Railroad St	No Restriction	66'	3	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS			
							V866	X	X	X	X	X	X	X	X	X	X	X														1	
							D4M3	X	X	X	X	Y252	X	L413	X	X	X	X		1		1		2									
											H703	X	X						9582	1		1	1	0	2	0	0	0	0	0	0	0	1
							OCCUPANCY:							2	2	2	2	3	3	3	2	2	2	2	3	1	1	1	0	2	0	0	0
Segment	St	From	To	Restriction	Assessment	Approximate Space	Time											Duration															
113	6th St	Railroad St	End	No Restriction	88'	4	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS			
							1E2	X	X		C447	X	X	X	X	X	X	X	X			1					1					1	
							A920	X	X	X	X	X	X	X	X	X	X	X	X														
							S9F0	X	X	X	X	X	X	X	X	X	X	X	X														
											1767	X	X	X	X	X	X	X	X									1					
OCCUPANCY:							3	3	3	2	4	4	4	4	4	4	4	4	0	0	1	0	0	0	0	2	0	0	0	2			
Segment	St	From	To	Restriction	Assessment	Approximate Space	Time											Duration															
114	7th St	Hanna St	Dowdy St	No Restriction	184'	9	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS			
										N106	X	X	X	X	X	X	X	X											1				
															T464	X	X	X	X														
							OCCUPANCY:							0	0	0	1	1	1	1	1	2	2	2	2	0	0	0	1	0	0	0	1
Segment	St	From	To	Restriction	Assessment	Approximate Space	Time											Duration															
115	7th St	Dowdy St	Hanna St	No Restriction	156'	8	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS			
							Z239	X	X		4577						K526	X	X		1			2									
							T325			D285	X	X	X	X	X	X	X	X	X		1										1		
							D285				50N3									Z239	X	2	1										
							OCCUPANCY:							4	1	2	3	1	1	1	1	1	2	3	3	5	1	2	0	0	0	0	0
Segment	St	From	To	Restriction	Assessment	Approximate Space	Time											Duration															
116	7th St	Rosanna St	Hanna St	No Restriction	175'	9	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS			
							2767	X	X	X	X	X	X	X	X	X	X	X	X													1	
							4399	X	X	X	X	X	X	X	X	X	X	X	X													1	
							1735	X	X	X		D055	X	X	X	X					1	1											
							T043	X	X	X	X	X	X	X	X	X	X	X	X													1	
OCCUPANCY:							5	5	5	5	6	6	6	6	6	5	5	5	0	0	0	1	1	0	0	1	0	0	0	4			

Segment	St	From	To	Restriction	Assessment	Approximate to Source	Time										Duration																																																																																																																																																																																																												
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS																																																																																																																																																																																															
117	7th St	Hanna St	Rosanna St	No Restriction	172'	9	8:00AM	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	0	1	1	2	3	4	5	6	7	8	9	10	11	12	HRS																																																																																																																																																																																					
							305S	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	1	HRS																																																																																																																																																																																				
							D930	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	1												1	HRS																																																																																																																																																																																			
							G054	X	X	X	X	X	X	X	X			J524											1												1	HRS																																																																																																																																																																																			
							X688	X	X	X885	X	X	X																		1										1	HRS																																																																																																																																																																																			
OCCUPANCY:							4	4	4	4	4	4	3	2	3	2	2	2	2	2	1	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	HRS																																																																																																																																																																																							
Segment	St	From	To	Restriction	Assessment	Approximate to Source	Time										Duration																																																																																																																																																																																																												
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS																																																																																																																																																																																															
118	7th St	Church St	Rosanna St	No Restriction	137'	7	8:00AM	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	0	1	1	2	3	4	5	6	7	8	9	10	11	12	HRS																																																																																																																																																																																					
							B567	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	2					1									1	HRS																																																																																																																																																																																		
							F854	X	X	X	X	D989	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X						1									1	HRS																																																																																																																																																																																		
							20M1	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X														1	HRS																																																																																																																																																																																			
							C354	X	X	X	X	X	X	X	X														1													1	HRS																																																																																																																																																																																		
							ERR2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X															1	HRS																																																																																																																																																																																		
							AACB	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X															1	HRS																																																																																																																																																																																		
							OCCUPANCY:	6	6	6	6	6	5	5	4	4	4	6	4	4	4	4	3	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	4	HRS																																																																																																																																																																																			
							Segment	St	From	To	Restriction	Assessment	Approximate to Source	Time										Duration																																																																																																																																																																																																					
														8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS																																																																																																																																																																																								
119	7th St	Rosanna St	Church St	No Restriction	272'	14	8:00AM	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	0	1	1	2	3	4	5	6	7	8	9	10	11	12	HRS																																																																																																																																																																																						
							P370	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X															1	HRS																																																																																																																																																																																			
							6475	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X															1	HRS																																																																																																																																																																																			
							A818	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X															1	HRS																																																																																																																																																																																			
							4729	X	X	X	X	X	4729	X	X	X	X	X	X	X	X	X	X	X	X	X																1	HRS																																																																																																																																																																																		
							F615	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																1	HRS																																																																																																																																																																																		
							G834	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X															1	HRS																																																																																																																																																																																			
							1068	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X															1	HRS																																																																																																																																																																																			
							G592	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																1	HRS																																																																																																																																																																																		
							L563	X	X																																		1	HRS																																																																																																																																																																																	
							R040	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																1	HRS																																																																																																																																																																																		
							OCCUPANCY:	10	10	9	8	8	9	9	9	9	9	8	7	7	7	0	1	1	1	0	0	0	1	0	1	0	1	1	0	0	0	0	0	6	HRS																																																																																																																																																																																				
							Segment	St	From	To	Restriction	Assessment	Approximate to Source	Time										Duration																																																																																																																																																																																																					
														8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS																																																																																																																																																																																								
120	7th St	Egleberry St	Church St	No Restriction	220'	11	8:00AM	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	0	1	1	2	3	4	5	6	7	8	9	10	11	12	HRS																																																																																																																																																																																							
							M951	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																1	HRS																																																																																																																																																																																			
							J974	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																1	HRS																																																																																																																																																																																			
							H647	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																1	HRS																																																																																																																																																																																			
							L619	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																1	HRS																																																																																																																																																																																			
							U268	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																	1	HRS																																																																																																																																																																																		
							1722	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																1	HRS																																																																																																																																																																																			
							C169	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																1	HRS																																																																																																																																																																																			
							R001	X	X	X	X	V618	H392	X	X	X	X	X	X	X	X	X	X	X	X																	1	HRS																																																																																																																																																																																		
							R498	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																	1	HRS																																																																																																																																																																																		
							OCCUPANCY:	9	9	9	9	9	9	9	9	9	9	8	9	9	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	HRS																																																																																																																																																																																			
							Segment	St	From	To	Restriction	Assessment	Approximate to Source	Time										Duration																																																																																																																																																																																																					
														8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS																																																																																																																																																																																								
121	7th St	Church St	Egleberry St	No Restriction	245'	12	8:00AM	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	0	1	1	2	3	4	5	6	7	8	9	10	11	12	HRS																																																																																																																																																																																							
							K150	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																1	HRS																																																																																																																																																																																			
							M175	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																1	HRS																																																																																																																																																																																			
							Z2P3	X	X	X	X	X	A784	X	X	X	X	X	X	X	X	X	X	X	X																1	HRS																																																																																																																																																																																			
							F726	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																1	HRS																																																																																																																																																																																			
							C025	X																																		1	HRS																																																																																																																																																																																		
							C024	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																1	HRS																																																																																																																																																																																			
							4895	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																1	HRS																																																																																																																																																																																			
							C799																																			1	HRS																																																																																																																																																																																		
							OCCUPANCY:	7	8	6	9	8	9	8	8	8	9	9	9	3	4	1	1	1	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4	HRS																																																																																																																																																																																				
Segment	St	From	To	Restriction	Assessment	Approximate to Source	Time										Duration																																																																																																																																																																																																												
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS																																																																																																																																																																																															
122	7th St	Gourmet Alley	Egleberry St	No Parking Construction Loading Area Only	140'	7	8:00AM	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Segment	St	From	To	Restriction	assurance	Approximate to Seaco	Time												Duration																
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS					
126	7th St	RR Tracks	Monterey Hwy	No Parking	0'	0																													
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Segment	St	From	To	Restriction	assurance	Approximate to Seaco	Time												Duration																
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS					
127	7th St	Monterey Hwy	RR Tracks	No Restriction	58'	3																													
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Segment	St	From	To	Restriction	assurance	Approximate to Seaco	Time												Duration																
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS					
128	Hornlein Ct	RR Tracks	Monterey Hwy	No Restriction	93'	5																													
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Segment	St	From	To	Restriction	assurance	Approximate to Seaco	Time												Duration																
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS					
129	Hornlein Ct	Monterey Hwy	RR Tracks	No Restriction	73'	4																													
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Segment	St	From	To	Restriction	assurance	Approximate to Seaco	Time												Duration																
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS					
							K407	X	X	X	X	X	X	X	X	X	X	X	X																1
							C652										X	X	X	X	X				1										
OCCUPANCY:							1	1	1	1	1	1	2	3	4	4	4	4	1	0	0	2	0	1	0	0	0	0	0	0	1				
Segment	St	From	To	Restriction	assurance	Approximate to Seaco	Time												Duration																
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS					
131	Old Gilroy	Railroad St	Red Curb	No Restriction	98'	5																													
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Segment	St	From	To	Restriction	assurance	Approximate to Seaco	Time												Duration																
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS					
132	8th St	Eigleberry St	End	No Restriction	90'	5																													
OCCUPANCY:							4	4	4	4	2	2	2	2	3	3	3	3	0	0	0	3	0	0	0	0	0	0	0	0	2				
Segment	St	From	To	Restriction	assurance	Approximate to Seaco	Time												Duration																
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS					
							F833	X	X	X	X	X	X	X	X	X	X	X	X																1
							A326	X	X	X	X	X	X	X	X	X	X	X	X				2												
OCCUPANCY:							4	4	4	4	2	2	2	2	3	3	3	3	0	0	0	3	0	0	0	0	0	0	0	0	2				
Segment	St	From	To	Restriction	assurance	Approximate to Seaco	Time												Duration																
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS					
							W002	X	X	X	X	X	X	X	X	X	X	X	X					1				1							1
							E760	X	X	X	X	X	X	X	X	X	X	X	X																
OCCUPANCY:							4	4	4	4	3	3	3	3	2	2	3	4	4	0	1	1	2	0	0	1	1	0	0	0	1				
Segment	St	From	To	Restriction	assurance	Approximate to Seaco	Time												Duration																
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS					
							A923	X	X	X	X	X	X	X	X	X	X	X	X																1
							7452	X	X	X	X	X	X	X	X	X	X	X	X																1
OCCUPANCY:							3	3	3	3	3	3	3	3	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	3					
Segment	St	From	To	Restriction	assurance	Approximate to Seaco	Time												Duration																
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS					
							E245	X	X	X		2674	X	X	X	X	X	X	X					1				1							
							X644	X	X	X	X	X	X	X	X	X	X	X	X																1
OCCUPANCY:							5	5	5	5	5	5	4	4	4	5	5	5	0	0	1	1	0	1	0	1	0	0	0	3					
Segment	St	From	To	Restriction	assurance	Approximate to Seaco	Time												Duration																
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS					
							V876	X	X	X	X	X	X	X	X	X	X	X	X																1
							9630	X	X	X	X	X	X	X	X	X	X	X	X					1											1
OCCUPANCY:							3	3	3	3	3	2	2	2	2	2	2	2	0	0	0	0	1	0	0	0	0	0	1	2					
Segment	St	From	To	Restriction	assurance	Approximate to Seaco	Time												Duration																
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS					
							15E1	X	X	X	X	X	X	X	X	X	X	X	X																1
							G287	X	X	X	X	X	X	X	X	X	X	X	X																1
OCCUPANCY:							6	6	6	6	6	6	6	6	6	6	6	6	6	0	0	0	0	0	0	0	0	0	0	6					

Segment	St	From	To	Restriction	Assessment	Approximate to Space	Time												Duration													
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
138	9th St	Egleberry St	End	No Restriction	112'	6	D346	X	X	X	X	X	X	X	X	X	X	X										1				
							A375	X	X	X	X	X	X	X	X	X	X	X	X											1		
OCCUPANCY:							2	2	2	2	2	2	2	2	2	3	4	4	4	0	0	1	1	0	0	0	0	0	0	0	0	2
Segment	St	From	To	Restriction	Assessment	Approximate to Space	Time												Duration													
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
139	9th St	End	Egleberry St	No Restriction	58'	3	6713	X	X	X	X	X	E027	X	X	X	X	X	X													
							4671	X																								
OCCUPANCY:							2	2	1	1	1	1	1	1	1	1	1	1	0	1	0	0	1	0	1	0	0	0	0	0	0	
Segment	St	From	To	Restriction	Assessment	Approximate to Space	Time												Duration													
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
140	9th St	Gourmet Alley	Egleberry St	No Restriction	47'	2	D575	X	X	X	X	E936	X	X	X	X	X	X	X													
							9547	X	X	X	X	X	X	X	X	X	X	X	X	X												
		Gourmet Alley	Egleberry St	Handicap	36'	2	K006	X	X	X	X	X	X	X	X	X	X	X	X									1				
OCCUPANCY:							3	3	3	3	3	3	3	3	3	3	3	3	3	0	0	0	1	0	0	1	0	0	0	0	2	
Segment	St	From	To	Restriction	Assessment	Approximate to Space	Time												Duration													
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
141	9th St	Monterey Hwy	Egleberry St	No Restriction	81'	4	U590	X	X	X	X	X	X	X	X	X	X	X	X										1			
							B544	X	X	X	X	X	X	X	X	X	X	X	X	X										1		
							5583	X	X	X	X	X	X	X	X	X	X	X	X	X										1		
																														3		
OCCUPANCY:							3	3	3	3	3	3	3	3	3	3	3	3	3	0	0	0	0	0	0	0	0	0	0	3		
Segment	St	From	To	Restriction	Assessment	Approximate to Space	Time												Duration													
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
142	9th St	Egleberry St	Monterey Hwy	No Restriction	223'	11	5563	X	X	X	X	X	X	X	K006	2644	J552	X	2	1												
							N444	X	X	X	X	5015	C169	3383		5020	5767	X	4	1												
							C590	X	X	X	X	X	X	X	X	X	X	X												1		
							K214	X	X	X	X	X	X	X	X	X	X	X	X											1		
							9547	X	X	X	X	X	X	556A	X	X	X	X														
							J452	X	X	X	X	X	X	X	M562																	
							F922	X	X	X	X	X	X	X	X	X																
							Z396	X	X	X	X	X	N041	X	X	X																
							K026	X	X	X	X	J690																				
							F217																									
							OCCUPANCY:							10	9	9	9	9	9	8	8	8	6	4	4	4	9	2	1	2	2	1
Segment	St	From	To	Restriction	Assessment	Approximate to Space	Time												Duration													
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
143	10th St	Egleberry St	End	No Parking	0'	0																										
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Segment	St	From	To	Restriction	Assessment	Approximate to Space	Time												Duration													
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
144	10th St	End	Egleberry St	No Parking	0'	0																										
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Segment	St	From	To	Restriction	Assessment	Approximate to Space	Time												Duration													
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
145	10th St	Monterey Hwy	Egleberry St	No Parking	0'	0																										
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Segment	St	From	To	Restriction	Assessment	Approximate to Space	Time												Duration													
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
146	10th St	Egleberry St	Monterey Hwy	No Parking	0'	0																										
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Segment	St	From	To	Restriction	Assessment	Approximate to Space	Time												Duration													
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
147	10th St	RR Tracks	Monterey Hwy	No Restriction	48'	2																										
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Segment	St	From	To	Restriction	Assessment	Approximate to Space	Time												Duration													
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
148	10th St	Monterey Hwy	RR Tracks	No Parking	0'	0																										
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Date: 11/12/2022
Day: Saturday

[illegible]

[illegible][illegible][illegible]

Segment	Street	From	To	Restriction	Measurement (ft)	Space	Time												Duration																	
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS						
13	Egleberry St	6th St	5th St	No Restriction	Not Applicable (Marked Spaces)	22	UB14	X	X	X	X	X	X	X	X	F491	X	X	X									1				1				
							J023	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X														
							P580	X	X	X	X	X	X	X	X	X	X	BK66	2333	U90T	3											1				
							V117	X	X	X	X	X	X	X	X	X	X	B945	K689	X	1	1									1					
							41T1	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X												1	
							G632	X	X	2857	X	X	X	3393	M673	B580	C691	X	3	1		1	1													
							5569	X	X	X	X	F569	H798	X	E578	X								1												
							2013	L2TK	5307	ENAZ	3440		P228	Y928		X689									8											
							P328	X	X	X	X	X	C035	X	B297	X										2					1					
							P586	X	X	X	X	X	X	X	X	X134	X	H603	X	X						2						1				
							J604	X	X	X	X	X	X	X	X	X		L892	X	X								1								
							W915	X	A931	X	X	X	G201	X													2				1					
							S874	24C2	X	X	X	X	X	X	X	X	X	X	X	X	X					1									1	
							RDPN	X	X	X	X	X	H771	X	K731	X											2				1					
							N438	X	X	R134	6914		L048	X	X	X												1								
							L102	X	X	X	X	X	X	X	X	X		2493	X	X	X	X										1				
							M865	X	W218	X	X	X	EANZ	MEAZ	4909	74C2	1744	X	4	2		1	1													
							N452	X	X	X	X	X	X	X	X	X	L489	X																		
							M245	X	X	X	X	X	X	X	X	X	X	X																		
							Z493	X	X	X	X	X	X	X	X	X	X	X														1				
							O459	X	X	X	X	X	X	X	X	X	X	X													1					
							29FD	86K0	U133	X430	DU54	X	X	X	X	X	X	X													1					
							OCCUPANCY:							18	22	22	21	22	18	22	21	19	20	15	12	39	19	4	5	2	2	1	4	3	0	1

Segment	St	From	To	Restriction	Measurement (ft)	Approximate Space	Time												Duration																	
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS						
14	Egleberry St	6th St	7th St	No Restriction	390'	20	67W2	A208	X	X	8533	X	X	G645	K823	X	E846		3	1	2	1														
							W731	X332	X	X	X	X	X	X	N409	X	X	X	1																	
							V638	X	X	9288	X	X	X	X	X	X	X	X	X	1	1												1			
							U776	H911	X	X	X	X	X	X	X	X	X	X	X	1													1			
							K434	V027	X	X	X	X	F132	X	H893	X	B405	X	1	3														1		
								84C1	X	X	X	X	X	X	X	X	X	X																		
								34C3	X	X	X	X	U871	X	X	X	X	X											2							
								2944	X	X	X	X	X	X	X	V720	5770	H488		3											1					
								R3H2	60R2	23N2	X	X	X	8420	X	P898	X	X	2	1	1	1	1													
									1316	W153	X	X	X	X	X	X	X	X	1													1				
									9683	X	X	X	X	X	X	X	X	X															1			
									E372	X	X	X	X	X	X	X	X	C372	X								1									
											F192	X	X	X	X	X	X	X										1								
											4871	X	X	X	2553	X	X	MC12		1			2													
											9869	X		X	X	X	X	X																		
													L4CB																							

Segment	St	From	To	Restriction	Measurement (ft)	Approximate Space	Time										Duration																					
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS								
16	Egleberry St	7th St	8th St	No Restriction	550'	28	5546	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	1										1			
							R907	X	X	X	X	1772	6789	X	V17K	X	X	6781	R907	3	2				1													
							U043	X	X	X	X	X	X	X	X	X	L329	1710	X	1	1									1								
							1770	X	X	X	X	X	T021	V520	I9HL	X	X	X	X	2	1					1												
							J541	X		5541	K329	S282	X	X	X	X	X	X	X	2	1					1												
							W640	X	X	X	X	X	X	X	X	X	X	X	X																1			
							D886	X				G434	D886	X	X	X	X	X	X	1	1				1													
							J545	X	X	X	X	X	X	X	X	X	X	X	X																		1	
							G532	X	X	X	X	X	X	X	X	X	X	X	X																		1	
							EK71	X	X	X	X	X	X	X	X	X	X	X	X																		1	
							D008	X	X	X	X	X	X	X	X	X	X	X	X																		1	
							NP	X	X	X	X	X	X	X	X	X	X	X	X																		1	
							YB55	X	X	X	X	X	X	X	X	X	X	X	X																		1	
							H705	X	X	X	X	X	X	X	X	X	X	X	X																		1	
							K029	X	X	X	X	X	X	X	X	X	X	X	X																		1	
							Y889	X	X	X	X	X	X	X	X	X	X	X	X																			1
							K883	X	X	X	X	X	X					H034	U592	X	X	1			1			1										
							D234	X	X	X	X	X	X	X	X	X	X	X	X	X																		1
							W483	X	X	X	X	X	X	X	X	X	X	X	X	X																		1
							48E2	X	X	X	X	X	X	X	X	X	X	X	X	X																1		
							S2D2	X				F063	X	X	X	X	X	X	X	X		1							1									
							W968	X	X	X	X	X	X	X	X	X	X	X	X	X																	1	
							U592	X	X	X	X	X	X	X	X	X	X	X	X	X					1												1	
OCCUPANCY:							21	23	22	22	24	22	22	22	22	23	21	18	10	7	1	1	1	4	0	1	1	2	3			11						

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Segment	St	From	To	Restriction	Measurement (ft)	Approximate Space	Time												Duration																	
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS						
18	Egleberry St	8th St	9th St	No Restriction	387'	19	R02M	X	X	X	X	X	X	X	X	X	X	X	1																	
							R647	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X														
							F622	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X													
							IT2A	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X													
							U245	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X												
							D348	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X												
							D553	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X												
							N649	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X												
							9914	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X												
							1619	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X												
							07F2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X												
							A817	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X												
							Z724	X	X	X	X	X	X		F891	X					2724	X	X	X		1		1			1					
							G873	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X												
							P367	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X												
							9G04	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X												
							OCCUPANCY:							16	16	16	17	17	17	17	16	16	16	16	0	1	3	0	0	1	0	0	0	0	0	0

Segment	St	From	To	Restriction	Measurement (f)	Approximate Space	Time											Duration												
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS
19	Egleberry St	9th St	8th St	No Restriction	306'	15	8:00AM																							
							06H2	X	X	X	X	X	X	X	X	X	X	X												
							79L1	X							L281	X	G257	X	X		2	1								
							H853	X	X	X	X	X	X	X	X	X	X	X	X										1	
							R442	42X1	X					C079	X	X	X	X	X	X	1	1					1			
							LA22	X	X	X	X	X	X	X	X	X	X	X	X	X										1
							Y226	X	X	X	X	X	X	X	X	X	X	X	X	X										1
							Y955	X	X	X	X	X	X	X	X	X	X	X	X	X										1
							F637	X	X	X	X	X	X	X	X	X	X	X	X	X										1
							G320	X	X	X	X	X	X	X	X	X	X	X	X	X										1
							S3P2	X	X	X	X	X	X	X	X	X	X	X	X	X										1
							8407	X	X	X	X		T952	X	X	X	X				1				2					
							Z516	X	X				P626						N738	X	X	1		2						
							N567	X	X	H390	X	X	X	X	X	X	X	X	X	X			1						1	
								X363	X	X	X	X	X	X	X	X	X	X	X	X										1
							S192	X	X	X	X	X	X	X	X	X	X	X	X	X										1
								L900	X	X	X	X	X	X	X	X	X	X	X	X								1		
C068	X	X	X	X	X	X	X	X	X	X	X	X	X										1							
OCCUPANCY:							15	17	16	14	15	15	15	16	16	16	15	15	2	4	4	0	2	0	1	1	1	1	1	

Segment	St	From	To	Restriction	Measurement (f)	Approximate Space	Time											Duration														
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
20	Egleberry St	9th St	10th St	No Restriction	345'	17	E936	X	X	X	X	X	X	X	X	X	X	X												1		
							K006	X	X	X	X	X	X	X	X	X	X	X														1
							6181	X	X	X	X	X	X	X	X	X	X	X														
							L394	X	X	X	X	X	X	X	X	X	X	X														1
							D575	X	X	X	X	X	X	X	X	X	X	X														1
							N544	X	X	X	X	X	X	X	X	X	X	X														
							F250	X	X	X	X	X	X	X	X	X	X	X														1
							X591	X	X	X	X	X	X	X	X	X	X	X														
							3383	X	X	X	X	X	X	X	X	X	X	X												1		
							2254	X	X	X	X	X	3071	X	X	X	X	X														
							7639					3387	X					M591	X	X												
							Y828					J452	X	X																		
							1765	X	X	X	X																					
							87H2																									
							2647																									
							K542	X	X																							
OCCUPANCY:							16	12	12	12	13	11	11	10	10	8	7	6	4	1	3	0	2	0	1	0	3	1	1			

Segment	St	From	To	Restriction	Measurement (f)	Approximate Space	Time											Duration													
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS	
21	Egleberry St	10th St	9th St	No Restriction	431'	22	5020	X	X	X	X	X	X	X	X	X	X	X											1		
							6672	X	X	X	X	X	X	X	X	X	X	X	X												1
							Y826	X	X	X	X	X	X	X	X	X	X	X	X												1
							B2H2	X	X	X	X	X	X	X	X	X	X	X													
							N877	X	X	X	X	X	X	X	X	X	X	X											1		
							A638	X	X	X	X	X	X	X	X	X	X	X	X												1
							L742	X	X	X	X	X	X	X	X	X	8212	X	X			1						1			
							F672	X	X	X	X	X	X	X	X																
							3480	X	X	X	X	X	X	X	Y828											1		1			
							J794	X	X	X	X	X	X	X	X	X	X	X												1	
							J796	X	X	X	X	X	X	X	X	X	X	X											1		
							5015	X	X	X	X	2022	X	X	X	X															
							2647	X	X	X	X																				
							1765	X	X	X	X																				
							V881	X	X	X	X	X	X	X	X	X	X														
							M591	X	A2H2	L746	6472																				
							46L2	X	X	8322	6033																				
							J998	X		4622																					
							W505	X	1675	X	X	X																			
							3071	X																							
							9023	X																							
OCCUPANCY:							21	21	18	19	18	14	13	13	11	9	6	5	7	5	2	2	3	0	1	1	2	3	1	4	

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Segment	St	From	To	Restriction	Measurement (ft)	Approximate Space	Time												Duration																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
37	Monterey Hwy	1st St	Loof Ave	2hr Parking 7am-6pm	372'	19	D442	X	X	X	X	X	X	X	X	X	X	X	X	X	X																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					</

Segment	St	From	To	Restriction	Measurement (ft)	Space	Time														Duration														
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS					
42	Monterey Hwy	4th St	5th St	2hr Parking 9am-6pm	Not Applicable (Marked Spaces)	24																													
	Monterey Hwy	4th St	5th St	Handicap	Not Applicable (Marked Spaces)	1																													
	Monterey Hwy	4th St	5th St	Motorcycle Parking	Not Applicable (Marked Spaces)	6																													
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					

Segment	St	From	To	Restriction	Measurement (ft)	Space	Time														Duration														
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS					
43	Monterey Hwy	Martin St	Lewis St	2hr Parking 9am-6pm	Not Applicable (Marked Spaces)	16																													
	Monterey Hwy	Martin St	Lewis St	15 Min Parking	Not Applicable (Marked Spaces)	2																													
	Monterey Hwy	Martin St	Lewis St	Handicap	Not Applicable (Marked Spaces)	1																													
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					

Segment	Street	From	To	Restriction	Measurement (ft)	Space	Time										Duration																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
44	Monterey Hwy	5th St	6th St	2hr Parking 9am-6pm	Not Applicable (Marked Spaces)	20																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					</

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Segment	St	From	To	Restriction	Measurement (ft)	Approximate Space	Time														Duration																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
54	Monterey Hwy	10th St	9th St	No Parking Anytime	0'	0																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		

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							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
60	Railroad St	Old Gilroy St	6th St	No Restriction	272'	14	8:00AM	X				X	X	X	X	X	X	C757	X																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							

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Segment	St	From	To	Restriction	Measurement (ft)	Space	Time												Duration												
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS	
89	5th St	Monterey Hwy	Gourmet Alley	2hr Parking 9am-6pm	Not Applicable (Marked Spaces)	6																									
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
90	5th St	Gourmet Alley	Monterey Hwy	2hr Parking 9am-6pm	Not Applicable (Marked Spaces)	5																									
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Segment	St	From	To	Restriction	Measurement (ft)	Approximate Space	Time												Duration												
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS	
91	Martin St	RR Tracks	Monterey Hwy	No Parking	0	0																									
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
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							OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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							4592	X	X	X	X	X	X	X	X	X	X	X												1	
							8588	X	X	X	X	X	X	X	X	X	X	X											1		
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94	Martin St	RR Tracks	Railroad St	No Restriction	38'	2																									
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
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							M288	X	X	X	X	X	X	X	X	E392	X	Y925	X		2										
							2C92	X	X	X	X	X	X	X	X			E775	X		1						1				
OCCUPANCY:							3	3	3	3	3	3	2	3	2	2	3	3	0	3	0	0	1	1	0	2	0	0	0		
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							G233	X	X	X	X	X	X	X										1							
							F319	X	X	X	X	X	X	X																	
							M421	X	X	X	X	X	X	X	X	X	X	X											1		
							L186	X	X	X	X	X	X	X	X	X	X	X											1		
OCCUPANCY:										5312	X	X	X	X	X	X	X						1								
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97	6th St	Hanna St	Dowdy St	No Restriction	128'	6																									
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
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							0605	X	X	X	X	X	X	X	X	X	X	X	X												
OCCUPANCY:							2	2	2	2	2	2	2	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0	2		
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							S209	X	X	X	X	X	X	X	X	X	X	X	X						1						
							NP	X	X	X	X	X	X	X	X	X	X	X	X										1		
							C753	X	X	X	X	X	X	X	X	X	X	X	X										1		
							E730	X	X	X	X	X	X	X	X	X	X	X	X										1		
OCCUPANCY:							7	7	7	7	7	6	6	6	6	6	6	6	0	0	0	0	1	0	0	0	0	0	0		

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119	7th St	Rosanna St	Church St	No Restriction	272'	14	P370	X	X	X	X	X	X	X	X	X	X																			
							G475	X	X	X	X	X	X	X	X	X	X													1						
							A818	X	X	X	X	X	X	X	X	X	X	X													1					
							4729	X					4729	X	X	X	X	X			1					1										
							F615	X	X	X	X	X	X	X	X	X	X											1								
							G834	X	X	X	X	X	X	X	X	X	X	X													1					
							1068	X	X	X	X	X	X	X	X	X	X												1							
							G592	X	X	X	X	X	X	X	X	X	X	X													1					
							L563	X	X													1														
							R040	X	X	X	X	X	X	X	X	X	X	X													1					
							OCCUPANCY:							10	10	9	8	8	9	9	9	8	7	7	0	1	1	0	0	0	1	0	1	1	0	0

Segment	St	From	To	Restriction	Measurement (ft)	Approximate Space	Time											Duration												
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120	7th St	Egleberry St	Church St	No Restriction	220'	11	M951	X	X	X	X	X	X	X	X	X	X	X									1			
							J974	X	X	X	X	X	X	X	X	X	X	X	X										1	
							H647	X	X	X	X	X	X	X	X	X	X	X	X										1	
							L619	X	X	X	X	X	X	X	X	X	X	X	X										1	
							U268	X	X	X	X	X	X	X	X	X	X	X	X										1	
							1722	X	X	X	X	X	X	X	X	X	X	X	X											1
							C169	X	X	X	X	X	X	X	X	X	D128	X		1								1		
							B001	X	X	X	X	V618	H392	X	K150	X	X	X	L434	X										
							R408	X	X	X	X	X	X	X	X	X	X	X	X											
							OCCUPANCY:							2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2

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142	9th St	Egleberry St	Monterey Hwy	No Restriction	223'	11	5563	X	X	X	X	X	X	X	X	K006	2644	J552	X	2	1											
							N044	X	X	X	X	X	5015	C169	3383		5020	5767	X	4	1			1								
							C590	X	X	X	X	X	X	X	X	X	X	X													1	
							K214	X	X	X	X	X	X	X	X	X	X	X													1	
							9547	X	X	X	X	X	556A	X	X									1								
							J452	X	X	X	X	X	X	X	M562											1						
							F922	X	X	X	X	X	X	X	X													1				
							Z396	X	X	X	X	X	N044	X	X	X	X							1	1						1	
							K026	X	X	X		J690																				
							F217																	1								
OCCUPANCY:							10	9	9	9	9	9	8	8	8	6	4	4	4	4	9	2	1	2	2	1	1	1	1	0	0	2

Segment	St	From	To	Restriction	Measurement (ft)	Approximate Space	Time										Duration														
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS	
143	10th St	Egleberry St	End	No Parking	0'	0																									
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Segment	St	From	To	Restriction	Measurement (ft)	Approximate Space	Time										Duration														
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144	10th St	End	Egleberry St	No Parking	0'	0																									
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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145	10th St	Monterey Hwy	Egleberry St	No Parking	0'	0																									
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Segment	St	From	To	Restriction	Measurement (ft)	Approximate Space	Time										Duration														
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146	10th St	Egleberry St	Monterey Hwy	No Parking	0'	0																									
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Segment	St	From	To	Restriction	Measurement (ft)	Approximate Space	Time										Duration														
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS	
147	10th St	RR Tracks	Monterey Hwy	No Restriction	48'	2																									
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Segment	St	From	To	Restriction	Measurement (ft)	Approximate Space	Time										Duration														
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148	10th St	Monterey Hwy	RR Tracks	No Parking	0'	0																									
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Appendix B

Outreach Report

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City of Gilroy

Downtown Parking Management Plan

Outreach Summary

June 2023

Prepared by:
RRM Design Group

Contents

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1 Introduction and Outreach Highlights

Introduction

In 2021, City of Gilroy began the process of comprehensively updating the City's Downtown Parking Management Plan. The goals of the project are to:

- Evaluate current parking conditions in the Downtown area, including supply and demand for public and private parking.
- Assess the current operational practices for the City's parking programs and identify potential improvements.
- Estimate the future parking demand in the Downtown area based on known and projected future development.
- Develop strategies for meeting current and expected future parking demand.
- Identify funding and revenue opportunities.

The City has engaged in a broad spectrum of outreach activities to inform the community about the project, invite them to participate, and get input on specific issues and concerns. This document provides a summary of the survey and various engagement activities, including an overview of who participated and attended, topics covered, and community responses on the survey.

Input Highlights

Participants represented a wide variety of backgrounds and experiences with City, and differing opinions on land use and zoning. However, several main themes came through from the survey responses:

- **Who Participated?** The vast majority of survey participants were Gilroy residents. Most had direct and frequent experience with visiting downtown, and were curious about and interested in parking solutions.
- **Ease of Use.** The vast majority of participants indicated that parking in downtown is currently fairly easy and accessible, and had average to positive experiences in the past. Only 11% of participants indicated that they generally have a difficult time finding parking while downtown. 90% of survey participants reported only needing to walk 2 blocks or less from their car to their destination. Participants noted that it could be difficult to park for specific events or weekend nights.

- **Attracting More Activity to Downtown.** Many participants indicated that parking was not the biggest issue downtown, but overall vitality and activity in downtown was more important to focus on. Some survey results indicated that parts of downtown were very rundown and uninviting. Multiple participants noted the importance of an overall downtown revitalization plan, beautification and maintenance efforts, and ability to attract new businesses to the area. Business community members were open to ideas such as parklets, food trucks, and outdoor dining or amenity areas as alternatives to parking spaces. Although these appealed to visitors, they need to be implemented carefully.
- **Parking Configuration.** Participants noted issues with various parking configurations employed on downtown streets. Participants generally disliked angled parking and having to back up into traffic, citing safety concerns and decreased visibility. Some participants suggested parking spaces being moved away from popular streets and onto side streets that were less heavily trafficked.
- **Safety When Visiting Downtown.** Participants were generally sensitive to feeling unsafe and perceived crime in the area. About 60% of participants mentioned safety concerns about parking downtown, while 40% were unconcerned. Participants highlighted signage, lighting, and police support to increase the feeling of safety downtown.
- **Non-Driving Options for Downtown.** Participants noted that while driving continued to be the predominant method of access to downtown, the City could pursue ways to increase mode shifts towards walking and biking. As downtown is surrounded by residential neighborhoods, participants said those residents could be encouraged to primarily walk or bike downtown. Business community members observed that younger generations enjoy walking and biking more than previous generations. E-scooters, e-bikes, and other micromobility devices were also discussed, although most participants seemed to be concerned about safety and nuisance.

2 Outreach Activities

Community Workshops

The City of Gilroy hosted a total of three workshops. The goal of the workshops was to educate the public about the Plan efforts, understand parking usage in the Downtown area and how it affects the local economy, and share ideas and strategies for managing parking spaces.

The workshops were broadly noticed through the following means:

- City of Gilroy project website: The website (cityofgilroy.org/967/Downtown-Parking-Management-Plan) serves as a hub for all project-related information and provides the public opportunities to learn more about the effort. Notice of the workshops and survey was published on the website in January.
- Social Media: City staff uploaded posts to the City's social media accounts advertising the workshop and survey.
- Workshop Flyers: City staff distributed flyers at City facilities and local businesses advertising the workshop and survey. Flyers were also distributed to homeowners as an insert included with municipal utility bills. Flyers were printed in English and Spanish.
- E-mail List: City staff sent e-mail notices to a list of interested parties and stakeholders advertising the workshops and survey. The e-mail list is collected through visitors to the City webpage and contact with City staff.

Results from all poll/survey questions are provided in Section 3, Survey Input Summary.

Community Workshop 1: Community-Wide

Community Workshop 1 was held on February 16th, 2023 virtually via Zoom.

The community workshop featured a single presentation by RRM Design Group, Wtrans, and Strategic Economics. The presentation included an overview of project goals and objectives, an introduction to the City's current parking policies, and discuss various parking strategies for the different study areas. The Project Team provided the parking survey results, explaining parking trends for peak times and utilization.

During the presentation, participants were led through several icebreaker poll questions. The goal of the poll questions was to understand the demographics and experiences of participants. Participants could submit live responses on their smartphone, laptop, or tablet. The Project Team could view the poll responses of everyone in the room in real-time as they were submitted.

Following the presentation, there was a Q&A period. Participants could use the Q&A Zoom feature to submit questions during the presentation. A general discussion allowed participants to share their thoughts and ideas. Discussion topics raised by participants included:

- Downtown connectivity to Transit
- Residential parking
- Parking districts (“No Merchant” districts)
- Bicycle parking and other facilities
- Assembly Bill 2097 and removal of parking mandates near transit
- Parklets and alternative uses of curb space
- Mode shift towards walking and biking, and away from driving
- E-Scooters and micromobility options
- Parallel parking, front-in angle parking, back-in angle parking

The workshop was recorded in its entirety and uploaded to the City’s project website. The same set of poll questions presented at the community workshop was made available online through the project website.

Community Workshop 2: Downtown Businesses

Community Workshop 2 was held on February 22nd, 2023 at the Veterans Memorial Hall. Poster boards were set up to solicit feedback, including getting participants to express their preferences for specific parking strategies under consideration. Discussion topics raised by participants included:

- Underutilized parking lots in downtown
- Improved lighting and safety
- Bicycle parking and other facilities (bike corrals)
- Beautification of downtown attractions
- Parklet maintenance

Business participants were interested in adding more wayfinding, encouraging shared parking between businesses, and revising parking time limits as potential parking management strategies.

Community Workshop 3: Downtown Residents

Community Workshop 3 was held on February 28th, 2023 virtually via Zoom.

The community workshop featured a single presentation by the Project Team to overview project goals and objectives, introduce the City’s current parking policies, discuss future

strategies to improve the downtown experience. Participants were led through survey questions and could submit live responses on their smartphone, laptop, or tablet. The Project Team could view the poll responses of everyone in the room in real-time as they were submitted.

Following the presentation, there was a Q&A period. Participants could use the Q&A Zoom feature to submit questions during the presentation. A general discussion allowed participants to share their thoughts and ideas. Discussion topics raised by participants included:

- Assembly Bill 2097 and removal of parking mandates near transit
- Parking occupancy and vacancy rates
- Parklets as economic business drivers
- Need for consistent parking enforcement

Business Community Focus Group

A business community focus group was held on February 22nd, 2023 at City Hall. There were 6 participants, who were all members of the Chamber of Commerce, Visit Gilroy, and the Gilroy Downtown Business Association. Discussion topics raised by participants included:

- Ways to stimulate downtown activity (events, food trucks)
- Safety improvements (lighting, emergency stations, police bicycle patrols)
- Shifting demographics of downtown users
- Shared parking between merchants and businesses

Project Hotline

Community members are able to call a hotline number and receive information in English or Spanish, and leave feedback for the City. The hotline number was routinely checked every week by the Project Team, although it wasn't widely used.

Online Survey

The same set of poll questions presented at the community workshop and focus groups was made available online through the project website from February 21st, 2023 to April 20th, 2023. The online survey was hosted by the Slido polling platform, and consisted of seven questions about the participants' personal Downtown experiences. The questions included a mix of multiple-choice and free response options.

A total of 65 individuals participated in the City's survey whether online or through the community workshop. Survey results are summarized in the following section, Survey Input Summary.

3 Survey Input Summary

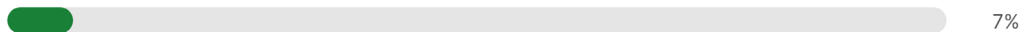
This section presents online survey input from a total of 65 participants between February 21st and April 20th. Some participants did not submit responses for each and every question, so the number of responses collected differ from question to question. Input is represented as it was received by the City, although some typographical and formatting corrections have been made for clarity.

Summaries of responses to survey questions have been presented by topic below.

Question 1: What connects you to Downtown Gilroy? Select all that apply.

80%	Gilroy (non-downtown) resident
27%	Downtown visitor
7%	Downtown business/property owner
7%	Downtown resident
5%	Gilroy (non-downtown) business/property owner
4%	Gilroy (non-downtown) employee
2%	Downtown employee

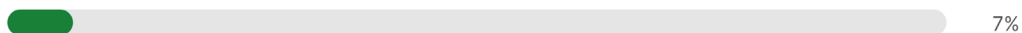
Downtown resident - 4 votes



Gilroy (non-downtown) resident - 44 votes



Downtown business/property owner - 4 votes



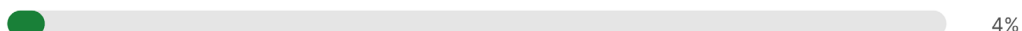
Gilroy (non-downtown) business/property owner - 3 votes



Downtown employee - 1 vote



Gilroy (non-downtown) employee - 2 votes



Downtown visitor - 15 votes



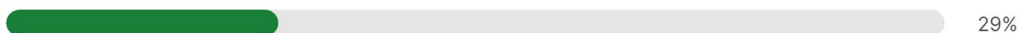
Question 2: In thinking about the most recent time you parked downtown, how would you “grade” your experience?

31%	C – Average
28%	B – Good
20%	A – Great
18%	D – Below Average
2%	F - Poor

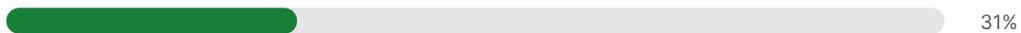
A – Great - 11 votes



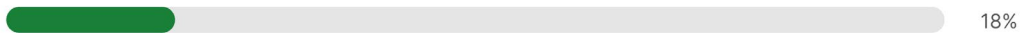
B – Good - 16 votes



C – Average - 17 votes



D – Below average - 10 votes



F – Poor - 1 vote



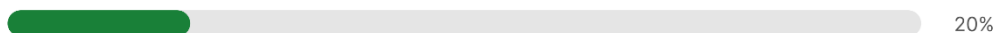
Question 3: In general, how easy or difficult is it to find parking downtown?

24%	Somewhat easy
24%	Neither easy nor difficult
22%	Somewhat difficult
20%	Easy
11%	Difficult

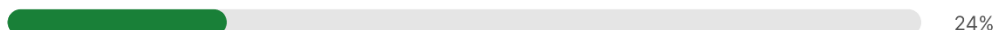
In general, how easy or difficult is it to find parking downtown?

Multiple Choice Poll  55 votes  55 participants

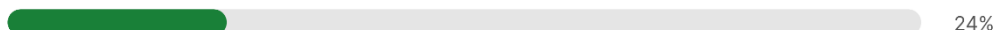
Easy - 11 votes



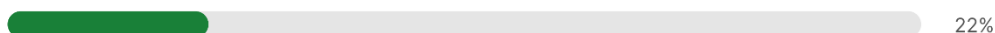
Somewhat easy - 13 votes



Neither easy nor difficult - 13 votes



Somewhat difficult - 12 votes



Difficult - 6 votes



Question 4: What words would you use to describe downtown parking? (Write up to three.)

Participants shared a variety of opinions about parking and the overall experience of visiting downtown. Some themes that emerged were that visitors often find downtown unattractive or uninviting, with vacant businesses and dated buildings. Some participants noted that parking was generally plentiful except for weekend nights. Participants were concerned about how parking configuration affects safety and ease of use.

Plentiful Accessible Underutilized
Unsightly, scary, uninviting
If you are looking for parking early in the morning (or during non-business hours) it's generally easy. Any other time, it's difficult to find parking.
Average – Dated
I've always been able to find a spot.
There needs to be more available parking on the northern end of downtown.
Crowded Busy Simple
Tight, dirty
Lots of options
During the weekdays, parking is easy, but if we go out for dinner, parking would jump to somewhat difficult.
Depending on what day and time you are trying to park it can be quite difficult to find a spot near where you want to go.
My answers should tell the city that downtown is not a thriving place. No one visits downtown. Businesses are dying. Areas is unappealing. Building more parking is putting cart before the horse. The new parking initiatives must be part of comprehensive downtown renovation plan.
No angle parking
Difficult, no parking available, if you do find parking you cannot back out when you need to due to traffic on street.
Hard Disconnected
I would like to see parking moved away from Monterey Street and moved to the side streets. The "angled" parking, especially when trucks are involved, does not appear to be very safe. Sometimes, I

avoid Monterey altogether when driving through downtown because of the increased risk for accidents as cars try to reverse out of their spaces.

Awkward, limited, tight

Crowded, inconsistent, need more paseos, need more parking closer to stores, need cleaner sidewalks and store windows. Curb appeal is very uninviting. Need more color coordination - Gilroy Dispatch and Rio Nilo look especially bad.

Parking is not the issue. The down town is run down and full of old business. Antique malls and vacant buildings are not going to attract people. The new brew pubs are a start. Downtown needs a theme to draw people in and a major revitalization effort. Remove the homeless and encourage the police to increase walking/bike patrols to connect with tax payers that come spend money in the community. We have a long way to go

Question 5: If you have safety concerns about parking downtown, are you a (select all that apply):

- 52% Downtown visitor
- 40% I don't have safety concerns about parking downtown
- 8% Downtown business/property owner
- 4% Downtown employee
- 2% Downtown resident

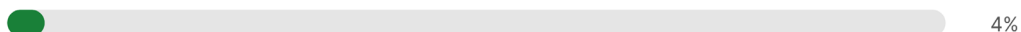
Downtown resident - 1 vote



Downtown business/property owner - 4 votes



Downtown employee - 2 votes



Downtown visitor - 27 votes



I don't have safety concerns about parking downtown - 21 votes



Question 6: Would you support low-cost metered parking in the downtown core if the revenue was used to increase parking enforcement?

62% No
20% Maybe/Unsure
18% Yes

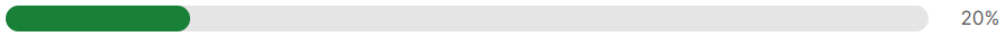
Yes - 9 votes



No - 31 votes



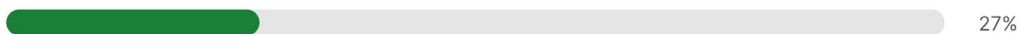
Maybe/Unsure - 10 votes



Question 7: How far do you typically walk from your car to your destination downtown?

62%	1 to 2 blocks
27%	Less than 1 block
9%	3 to 4 blocks
2%	5 or more blocks

Less than 1 block - 15 votes



1 to 2 blocks - 34 votes



3 to 4 blocks - 5 votes



5 or more blocks - 1 vote



Appendix C

Sample ALPR Policy

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Automated License Plate Recognition Policy

The San Francisco Municipal Transportation Agency (SFMTA) provides transportation and parking services for residents and visitors to the City of San Francisco. SFMTA uses Automated License Plate Recognition (ALPR) to support this mission.

What Is ALPR?

ALPR is a camera system that takes a picture of a license plate and uses a computer algorithm to convert the image of the license plate, and the characters it contains, into computer-readable data (ALPR data).

Purpose

SFMTA collects ALPR data for the purposes of managing SFMTA parking facilities and calculating parking fees, issuing citations for violations of parking laws and regulations, and collecting citation fines.

Authorized Users

Parking enforcement officers, SFMTA staff and contractors involved in issuing citations and collecting parking citation fines, and parking facility operators are authorized to access ALPR data.

Training

SFMTA conducts annual training of staff on the proper handling of personal information which includes ALPR data. The training addresses appropriate handling and transmission procedures, as well as consequences of a ALPR data security breach. SFMTA contractors and parking facility operators are required to provide similar training to their employees who access ALPR data.

Information Security

SFMTA utilizes physical access controls, computer application permission controls, and other technological, administrative, procedural, operational, and personnel security measures to record who has accessed ALPR data, the time and date of access, and reason for access, and to protect ALPR data from unauthorized access, destruction, use, modification or disclosure.

Official Custodian

The SFMTA's Director of Security, Investigation and Enforcement is the Official Custodian of the SFMTA collected ALPR data and responsible for implementing this policy.

Audit

An ALPR Data Custodian performs a yearly audit to verify that all persons who access ALPR data are authorized to do so and that they have been properly trained. The Data Custodian reviews ALPR data requests and verifies they were properly approved. The Data Custodian also verifies that the SFMTA's data retention policy has been properly enforced.

Information Sharing

SFMTA only shares ALPR data with employees and contractors who are responsible for processing citations and handling parking payments. SFMTA does not sell ALPR data to anyone, nor is it disclosed to the public. SFMTA will provide ALPR data to law enforcement if requested as part of a criminal investigation or if subpoenaed by a court or other public agency that has the legal authority to require the release of ALPR data.

Accuracy

Employees visually verify license plate data when a citation is issued or if there is a mismatch when a car leaves a parking facility.

Data Retention

ALPR data is stored based on the following schedule:

- License Plates collected, but not cited: Not retained
- License Plates for issued parking citations: 5 years
- License Plates for parking in a parking garage: 60 days

11.2. Review of City of Gilroy Municipal Code, Chapter 16A, Article II - Mobile Vending Permits and Enforcement

1. Staff Report:
2. Public Comment
3. Possible Action:

Receive report and provide direction to staff.



City of Gilroy

STAFF REPORT

Agenda Item Title:	Review of City of Gilroy Municipal Code, Chapter 16A, Article II - Mobile Vending Permits and Enforcement
Meeting Date:	December 4, 2023
From:	Jimmy Forbis, City Administrator
Department:	Police
Submitted By:	Pedro Espinoza, Police Chief Bryce Atkins, Assistant to the City Administrator
Prepared By:	Bryce Atkins, Assistant to the City Administrator Patricia Vigil, Management Analyst

STRATEGIC PLAN GOALS

Ensure Neighborhood Equity from City Services

RECOMMENDATION

Receive report and provide direction to staff.

EXECUTIVE SUMMARY

City of Gilroy City Code, Chapter 16A, Article II concerning Mobile Vending Permits, primarily regulates mobile vending facilities within the City, defining their operational scope and restrictions. It delineates permitted and prohibited areas, outlines the permit application process, and establishes compliance requirements for mobile vendors. Since the COVID-19 pandemic, enforcement of the City Code relating to mobile vendors, including food trucks, has been complaint-driven. Staff is preparing to resume more proactive enforcement of the City Code relating to mobile vending, which has the potential to impact mobile vendors throughout the City dramatically. Staff is bringing this report to the Council as an advisory of the impending increase in enforcement and requirement for adherence to the City Code as it is currently in effect.

BACKGROUND

Since the ordinance was enacted in 1997, there have been significant changes in the urban landscape and business environment. Mobile vending has become increasingly

popular, providing opportunities for small business owners and convenient services to the public. The ordinance was initially designed to regulate traffic safety, litter, parking, and health and safety issues related to mobile vending.

ANALYSIS

Current City Code

The section of Chapter 16A, Article II on "Mobile Vending Permits" outlines regulations for mobile vending facilities in the City. Key provisions of the current City Code Article include:

Permit Requirement: Mobile vending facilities, including portable containers, pushcarts, stands, vehicles, or wagons used for selling food, goods, or services, must obtain a mobile vending permit. These are not allowed in certain commercial zoning districts (C1, C2, C3).

1. **Exemptions:** Certain uses are exempt from needing a mobile vending permit, such as:
 - Catering vehicles on private property by invitation for private use.
 - Nonmotorized pushcarts or stands on paved private sidewalks in commercial zones with restroom access and written permission for restroom use.
 - Temporary vendors like fireworks stands, pumpkin patches, and Christmas tree lots, defined by the chief of police and operating not more than 30 days before the seasonal holiday.
 - Temporary vending facilities by nonprofit or charitable organizations for events not exceeding three days in any six-month period.
2. **Permit Application Procedure:** Applications must be submitted with a fee, including names and addresses of users, a certificate of insurance, and additional information as required. The Chief of Police grants permits based on compliance with the chapter and no adverse safety or health consequences.
3. **Permit Suspension or Revocation:** Permits can be suspended, modified, or revoked for noncompliance or violation of terms, laws, or regulations.
4. **Prohibited Locations and Loitering:** Mobile vending is not allowed on private property without the owner's written permission, near elementary or junior high schools, and cannot remain stationary except when serving a bona fide purchaser for up to 10 minutes. After serving, the vendor must move at least 100 feet before stopping again.

These regulations aim to manage mobile vending activities within the city limits, ensuring compliance with zoning, safety, and health standards.

An annual Mobile Vendor permit applicant must pay an initial application fee at the current adopted rate of \$152. Renewal of the permit is currently \$79 per year. Additionally, a prospective mobile vendor must obtain a City business license, the cost

of which is currently an annual \$40 base fee, increased in \$40 increments based on gross receipts. Concurrently, the mobile vendor is subject to a background check as part of the Police Department permit under this code section.

In addition to the City's permits, a Santa Clara County Department of Public Health operating permit is required for any mobile food facilities used to prepare, sell, or transport food, as defined and regulated by the County. According to the County's website, the County also charges a fee for their permit, which currently ranges from \$229 to \$841 per year. The permit requires health and safety conditions on mobile vendors offering food sales or handling. Other fees on inspections and plan checks from the County on mobile food facilities can carry other, larger fee amounts required as their program dictates or allows.

Enforcement

During and after the pandemic, enforcement of the mobile vendor ordinance has been complaint-driven. Before the pandemic, the City averaged approximately six licensed mobile vendors per year. A post-pandemic decrease in licensed mobile vendors has been driven by the non-enforcement during the pandemic, legislative reforms such as SB 972, and now enforcement whenever a complaint is received. Last year, there were two licensed mobile vendors. Currently, the City does not have any licensed mobile vendors, though there are three in the application process at this time.

Police and Community Development (Code Enforcement) are currently coordinating and preparing to pursue more proactive enforcement of the current code to help address issues regarding unlicensed mobile vendors, mobile vendors parking in street parking and along the streetside for more than ten minutes, as well as any mobile vendors utilizing private property allowances without a temporary use permit in zoning that does not permit the operation of the mobile vendor.

As the City Code stands today, mobile vendors will be cited if they stay in one place longer than 10 minutes. There are concerns from some vendors that they would only be able to warm up their equipment before having to relocate. The City Code does not provide any exceptions to the timeframe limitation. Staff anticipates heavy complaint volume from the mobile vendors as enforcement occurs.

Additionally, commercial zones (C1, C2, C3) have standing prohibitions against mobile vendors. However, these designations are outdated. While C1 and C3 are identified in the City's zoning map, the Land Use Designation Map does not contain these descriptors. Additionally, several areas of the City are now under specific plans, including the City's downtown area. The Downtown Specific Plan was adopted in 2005, eight years after the current ordinance was made effective in 1997. The specific plan land use for the downtown did not exist when the current City Code language was created. As such, there is no blanket prohibition in the downtown area or the majority of the rest of the City. If there is interest in re-establishing full prohibition areas against mobile vending, then an ordinance amending the code would be required.

Aside from the ten-minute limitation, nothing in the City Code would prevent a mobile vendor from parking in street parking stalls or taking up valuable parking spaces on the City's streets. Enforcement of the ten-minute limitation will aid in resolving impacts from locating long-term in a single spot. Still, a mobile vendor under the current code may park in a parking stall(s) for ten minutes, then relocate 100 feet, park for an additional ten minutes, and continue to do so as long as the relocation by 100 feet occurs every ten minutes.

ALTERNATIVES

City Council may direct staff to alter its enforcement approach of strict adherence or direct staff to amend the City Code to provide greater ease or restriction of mobile vendors.

FISCAL IMPACT/FUNDING SOURCE

Enforcement and administration of the current ordinance involve costs related to staff time, processing applications, and enforcement actions. Funding sources include application fees for required permits and penalties for violations. No additional financial costs beyond staff time are anticipated. No budget action is requested.

PUBLIC OUTREACH

This agenda item was included in the publicly posted agenda for this meeting.

NEXT STEPS

Staff will proceed to implement any direction that the City Council may issue.

ARTICLE II. MOBILE VENDING PERMITS

16A.13 Mobile vending permit required.

A mobile vending facility, that is, any portable container, pushcart, stand, vehicle or wagon used for displaying, selling or offering for sale any food, goods or services, shall be prohibited from operating in commercial zoning districts known as C1 Neighborhood Commercial, C2 Central Commercial and C3 Shopping Center Commercial. No person shall place, maintain conduct, park or allow to stand or remain any mobile vending facility within the city limits without first obtaining a written mobile vending permit to do so, as well as any required identity permits under Article I of this chapter, from the chief of police. No mobile vending facility shall display any sign, flag, banner, whether attached or on a separate structure, except such signs as may be painted thereon in compliance with the city zoning ordinance.

The following uses shall not be considered as mobile vending facilities, and are thus not required to obtain a mobile vending permit hereunder:

- (1) Vehicles or trucks used for catering or vending prepared foodstuffs and located upon private property at the invitation of the property owner, solely for the use of the owner or said owner's tenants or employees and not for the use of the general public.
- (2) Any nonmotorized pushcart or stand selling food on a paved private sidewalk (not a parking lot) in a commercial zone, provided that permanent restroom facilities (both men's and women's) are located on the same parcel of land, are open for public use for all hours that the pushcart or stand is open, and that the owner or operator of the pushcart or stand has written permission from the owner of the restrooms for his customers to use them. Such permission shall be produced and shown on the demand of any person solicited or of any police officer or official of the city.
- (3) Temporary fireworks stands, pumpkin patches, Christmas tree lots, or such other seasonal temporary vendors as may be defined by the chief of police. No such vendor shall commence operation more than thirty (30) days in advance of the date of the applicable seasonal holiday.
- (4) Temporary vending facilities owned and operated by a nonprofit or charitable organization and conducting sales for an event or occasion not to exceed three (3) consecutive days within any six-month time period. (Ord. No. 97-10, § I, 11-5-97)

16A.14 Permit procedure.

- (a) Each application for a mobile vending permit shall be on a form provided by the chief of police, shall be accompanied by an application fee established by the city council, shall be signed by the applicant, and shall include the following:

(1) The names and addresses of each person who will occupy or use the mobile vending facility for purposes of exercising said permit;

(2) A certificate of insurance, stating the insurer's name, policy terms, and principal amounts, not less than a combined single limit, established annually by the city council, of a policy of insurance against public liability, bodily injury, and property damage arising from the permitted activity. Each such policy shall be amendable only upon thirty (30) days' advance notice to the city and shall name the city as an additional insured; and

(3) Such additional information as may be required by the city administrator.

(b) The chief of police shall grant a mobile vending permit, based upon the information contained in the application, public records, and the recommendations of departmental staff, if he concludes that the granting of such a permit would be in compliance with all of the provisions of this chapter and the intent of this article, and it appears that no undue traffic safety, litter, parking, or other health and safety consequences would result from exercise thereof. Any such permit may be suspended, modified, or revoked by the chief of police when he finds a violation of or noncompliance with the terms of such permit, or with other applicable laws or regulations. (Ord. No. 97-10, § I, 11-5-97)

16A.15 Prohibited locations; prohibition against loitering.

No person required to obtain a mobile vending permit hereunder shall place, park or allow to stand the portable container, pushcart, stand, vehicle or wagon used for displaying, selling or offering for sale any food, goods or services in any of the following places within the city.

(1) Upon private property, except with the written permission of the owner of the property. Such permission shall be produced and shown on the demand of any person solicited or of any police officer or official of the city.

(2) In or upon any street within three hundred (300) feet of the nearest property line of any elementary or junior high school property.

Regardless of whether on public or private property, no person required to obtain a mobile vending permit hereunder shall place, park or allow to stand the portable container, pushcart, stand, vehicle or wagon at any one place except at the request of a bona fide purchaser for a reasonable period of time, not to exceed ten (10) minutes, provided that when such person thereafter moves any such portable container, pushcart, stand, vehicle or wagon, it shall be moved a minimum distance of one hundred (100) feet before again being stopped. (Ord. No. 97-10, § I, 11-5-97)

11.3. Reorganization of Facilities & Fleet Divisions in the Administrative Services Department

1. Staff Report:
2. Public Comment
3. Possible Action:
 1. Approve the reorganization of the Facilities and Fleet Divisions of the Administrative Services Department; and
 2. Adopt a resolution approving the updated Position Control List for FY 24.



City of Gilroy

STAFF REPORT

Agenda Item Title: Reorganization of Facilities & Fleet Divisions in the Administrative Services Department

Meeting Date: December 4, 2023

From: Jimmy Forbis, City Administrator

Department: Administrative Services

Submitted By: LeeAnn McPhillips, Administrative Services and Human Resources Director / Risk Manager

Prepared By: LeeAnn McPhillips, Administrative Services and Human Resources Director / Risk Manager

STRATEGIC PLAN GOALS

Not Applicable

RECOMMENDATION

1. Approve the reorganization of the Facilities and Fleet Divisions of the Administrative Services Department; and
2. Adopt a resolution approving the updated Position Control List for FY 24.

EXECUTIVE SUMMARY

Due to the difficulty in recruiting a qualified and experienced Fleet Superintendent, staff has been evaluating options for staffing this position. Currently, our Facilities Superintendent has been helping with the management and oversight of the Fleet Division, and this has been working well. Staff has developed a cost-neutral reorganization that combines the Facilities and Fleet Divisions into one division, creating some employee advancement opportunities and covering the work that needs to be performed.

BACKGROUND

The Facilities and Fleet Divisions are currently staffed as follows:

Facilities Division:

- 1 Facilities Superintendent
- 3 Facilities Maintenance Specialists
- 1 Custodian

Fleet Division:

- 1 Fleet Superintendent
- 1 Senior Equipment Mechanic
- 2 Equipment Mechanics

In addition, the two Divisions share a part-time Office Assistant I.

Also, the Facilities Division manages a custodial contract with a third-party vendor who completes most of the routine cleaning of all city facilities. Fleet also uses some outside vendors for body work and other specialized work that Fleet personnel are not able to complete in-house.

The Facilities and Fleet teams do an excellent job providing internal services to the operating departments. They are very responsive and customer-focused.

ANALYSIS

Given the inability to recruit a qualified Fleet Superintendent even after engaging the services of a professional recruitment firm to assist, staff began to evaluate options to reorganize the divisions to accomplish the work. This analysis led to the following reorganization, which will cover the work that needs to be performed and will allow for some advancement opportunities for staff.

Below is the proposed cost-neutral reorganization combining the two divisions with changes noted in **bold type**:

Facilities and Fleet Division:

<u>Current Staffing</u>	<u>Proposed Staffing</u>	<u>Estimated Fiscal Impact</u>
1 Facilities Superintendent	1 Facilities & Fleet Superintendent	\$23,000
1 Fleet Superintendent	0 – eliminate this position	(\$145,306)
3 Facilities Maintenance Specialist	1 Senior Facilities Maintenance Specialist 2 Facilities Maintenance Specialist	\$11,313
1 Custodian	1 Custodian	\$0

1 Senior Equipment Mechanic	1 Senior Equipment Mechanic	\$0
2 Equipment Mechanic	2 Equipment Mechanic	\$0
1 Part-Time Office Assistant	1 Management Assistant	\$57,931
	1 Part-Time Assistant Equipment Mechanic	\$47,781
		(\$5,281) - Savings

The Superintendent position would be combined and would oversee both areas. Currently, the Facilities Superintendent is assisting by covering oversight and management of the Fleet on a temporary basis while we work on the recruitment process. The current Facilities Superintendent has a background that included oversight of fleet and mechanics at a prior place of employment, so he has some of the background and experience needed for this role. We would continue this arrangement permanently by reclassifying the current Facilities Superintendent to the combined position. The employee can successfully complete this work if the other changes are approved, providing the added support needed.

First, one Facilities Maintenance Specialist position is proposed to be upgraded to a Senior level position. Fleet already has a senior-level position, but Facilities does not. Upgrading one position will allow the Senior to assist the Superintendent with higher-level projects and work. The Senior can oversee and facilitate larger projects that may have a contractor assigned, and they can also secure bids/quotes for work to be performed. The Senior can also schedule work for the unit and provide direction to the other employees when working on projects in the field. This change provides an advancement opportunity for one of the three current Facility Maintenance Specialists and creates a better succession planning path to the Superintendent level.

Next, the part-time Office Assistant position supporting Facilities and Fleet would be upgraded to a full-time Management Assistant. Having a full-time administrative support employee for the combined division will allow the Superintendent to focus more on the technical and management-level work and less on administrative tasks. The full-time Management Assistant would be able to assist with purchasing paperwork, contract processing, invoices, timesheets, work order support, and other administrative tasks full-time, which will shift that work away from the Superintendent. Currently, the Superintendents can get tied up with administrative tasks and paperwork that needs to be completed as there is more administrative work than can be completed with one part-time Office Assistant, so the Superintendents must complete any remaining work. Filling this position at the higher-level Management Assistant classification allows this employee to perform more complex administrative work and take more of a lead in this area, like other Management Assistants found in other city departments.

Lastly, the reorganization proposed to add a part-time Assistant Equipment Mechanic in the Fleet Shop at 25 hours per week to assist the Fleet team with certain tasks that do not require a fully trained mechanic. Oil changes, tire replacements, vehicle moving and cleaning, shop cleaning, smog checks, and other basic tasks can be performed by an Assistant Equipment Mechanic, thus freeing up the time of the other mechanics for other work that requires a fully trained mechanic. This change will bring some added efficiency and support to the fleet shop.

Staff feels that this combination of changes will cover the work needed to be performed in an efficient and effective manner. In addition, these changes will provide some advancement opportunities as well as added support.

ALTERNATIVES

Staff could continue to recruit to fill the vacant Fleet Superintendent position and not make the above-referenced changes. Staff does not recommend this alternative as our efforts to recruit a well-qualified Fleet Superintendent have not filled the position.

FISCAL IMPACT/FUNDING SOURCE

There is no new cost associated with this reorganization. The current funding for the Fleet Superintendent position is reallocated to cover the cost of the Superintendent reclassification, upgrade of the Senior Facilities Maintenance Specialist, upgrade of the part-time Office Assistant to a full-time Management Assistant, and the addition of the part-time Assistant Equipment Mechanic. Based on the above estimated fiscal impact costs, this reorganization will result in a savings of approximately \$5,281 annually.

NEXT STEPS

With Council's approval of the reorganization and revised position control list, staff will next develop the job descriptions needed for the changes. Those changes will be reviewed and brought to the Personnel Commission for approval. The reclassification of the current Facilities Superintendent to the combined Superintendent position will also be brought to the Personnel Commission for approval. Recruitments for the other positions will also begin.

Attachments:

1. Draft Resolution for Position Control List

RESOLUTION NO. 2023-XX

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
GILROY ADOPTING THE AUTHORIZED POSITION
CONTROL LIST FOR THE CITY OF GILROY FOR FISCAL
YEARS 2023-2024 AND 2024-2025**

WHEREAS, the business operations of the City of Gilroy are conducted by hired professional staff; and

WHEREAS, the City of Gilroy is committed to delivering services to our residents; and

WHEREAS, the delivery of services is effectuated by providing adequate and appropriate staffing levels to carry out the business of the City.

NOW, THEREFORE, BE IT RESOLVED that the number and classifications of both regular and limited-term full-time positions in which persons may be employed by the City of Gilroy during Fiscal Years 2023-2024 and 2024-2025 are hereby amended and shall be as set forth in the attached position control list, incorporated herein by reference.

BE IT FURTHER RESOLVED that a change in the position control list shall only be accomplished by resolution of the City Council of the City of Gilroy.

PASSED AND ADOPTED at a Regular Meeting of the City Council this 4th day of December 2023 by the following vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

APPROVED:

Marie Blankley, Mayor

ATTEST:

Thai Nam Pham, City Clerk

POSITION CONTROL LIST

Below is the Table of adopted full-time positions by Department for FY24 and FY25.

DEPARTMENT	Amended FY22	Amended FY23	Amended FY24	Amended FY25
ADMINISTRATION	14	16	15	15
Assistant to the City Administrator	0	1	1	1
City Administrator	1	1	1	1
City Clerk	1	1	1	1
Community Coordinator	1	1	1	1
Communication and Engagement Manager	1	1	1	1
Community Engagement Coordinator	0	0	1	1
Community Resilience Coordinator	0	1	1	1
Deputy City Clerk	1	1	1	1
Economic Development Manager	1	1	1	1
Emergency Services & Volunteer Coordinator	1	1	1	1
HCD Technician	1	1	0	0
Management Analyst	0	1	1	1
Office Assistant VII	0	0	1	1
Program Administrator	1	1	0	0
Recreation Coordinator	2	1	1	1
Recreation Manager	1	1	1	1
Recreation Supervisor	0	1	1	1
Senior Management Analyst	2	1	0	0
ADMINISTRATIVE SERVICES	14	14	14	14
Administrative Services & Human Resources Director/Risk Manager	1	1	1	1
Equipment Mechanic	2	2	2	2
Facilities Maintenance Specialist	3	3	2	2
Facilities Superintendent	1	1	0	0
Fleet Superintendent	1	1	0	0
Facilities and Fleet Superintendent	0	0	1	1
Human Resources Analyst	1	1	1	1
Human Resources Technician II	1	1	1	1
Management Assistant	1	1	2	2
Senior Custodian	1	1	1	1
Senior Equipment Mechanic	1	1	1	1
Senior Human Resources Analyst	1	1	1	1
Senior Facilities Maintenance Specialist	0	0	1	1
COMMUNITY DEVELOPMENT	23	23	26	26
Building Inspector I/II	3	3	3	3
Building Official	1	1	1	1
Code Enforcement Officer	2	2	2	2
Community Development Director	1	1	1	1
Customer Service Manager	1	1	1	1
Deputy Fire Marshal/Haz Mat Supervisor	1	1	1	1
GIS Coordinator/Planner	1	0	0	0
Hazardous Materials Inspector I/II	3	3	3	3
HCD Technician	0	0	1	1
Housing and Community Services Manager	0	0	1	1
Management Analyst	1	1	1	1
Management Assistant	1	1	1	1
Office Assistant VII	1	1	1	1
Permit Technician	2	3	3	3
Planner VII	2	2	2	2
Planning Technician	1	1	1	1
Supervising Code Enforcement Officer	0	0	1	1
Senior Planner	2	2	2	2
FINANCE	17	20	21	21
Accountant VII	1	1	2	2
Accounting Assistant VII	6	7	7	7
Accounting Technician - Payroll	1	1	1	1
Accounting Technician I/II	1	0	0	0
Finance Director	1	1	1	1
Finance Manager	2	2	2	2

Resolution No. 2023-XX
Position Control List
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Financial Analyst	1	1	1	1
Geographic Information Systems Analyst	0	1	1	1
IT Applications Analyst	1	1	1	1
IT Manager	1	1	1	1
IT Technician I/II	1	1	1	1
Network Administrator	0	1	1	1
Public Safety Systems Administrator	1	1	1	1
Supervising Accounting Technician	0	1	1	1
FIRE	44	44	44	46
Fire Administration Technician	1	1	1	1
Fire Captain	10	10	10	10
Fire Chief	1	1	1	1
Fire Division Chief	3	3	3	3
Fire Engineer	9	9	9	9
Firefighter I/II	19	19	19	21
Management Analyst	1	1	1	1
POLICE	101	102	104	107
Community Engagement Coordinator	0	0	1	1
Community Services Officer	4	4	4	4
Police Crime Analyst	1	1	1	1
Detention Services Officer	3	4	4	4
Management Analyst	1	1	1	1
Management Assistant	1	1	1	1
Multi-Service Officer	1	1	1	1
Office Assistant I/II	1	1	1	1
Police Captain	3	3	3	3
Police Chief	1	1	1	1
Police Corporal	8	8	8	8
Police Officer	44	44	44	46
Police Records Technician I/II	6	6	6	6
Police Sergeant	11	11	11	11
Property and Evidence Technician	1	1	1	1
Public Safety Communications Supervisor	1	1	1	1
Public Safety Communicator	12	12	13	14
Police Records Supervisor	1	1	1	1
Youth Task Force Coordinator	1	1	1	1
PUBLIC WORKS	49	49	31	31
City Engineer/Transportation Engineer	1	1	1	1
Deputy Director of Public Works	1	1	1	1
Engineer I/II	5	5	5	5
Engineering Technician/Inspector I/II/III	2	2	3	3
Maintenance Worker I/II	27	25	10	10
Management Analyst	2	2	2	2
Management Assistant	1	1	1	1
Operations Services Supervisor	3	3	2	2
Program Administrator	0	0	1	1
Public Works Director	1	1	1	1
Senior Civil Engineer	2	2	2	2
Senior Environmental Engineer	1	1	0	0
Senior Maintenance Worker	3	5	2	2
UTILITIES	0	0	27	27
Utilities Director	0	0	1	1
Business Manager	0	0	1	1
Engineer I/II	0	0	2	2
Environmental Engineer	0	0	1	1
Maintenance Worker I/II	0	0	15	15
Management Analyst	0	0	1	1
Office Assistant I/II	0	0	1	1
Operations Services Supervisor	0	0	1	1
Senior Environmental Engineer	0	0	1	1
Senior Maintenance Worker	0	0	3	3
CITYWIDE FULL-TIME PERSONNEL	262	268	282	287