



PLANNING COMMISSION REGULAR MEETING AGENDA

Thursday, May 2, 2024 | 6:00 PM

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

Chair: Manny Bhandal:
manny.bhandal@cityofgilroy.org

Vice Chair: Annedore Kushner:
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Commissioners:

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Staff Liaison: Sharon Goei, Community Development Director | sharon.goei@cityofgilroy.org

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

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

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

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

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

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

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

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

KNOW YOUR RIGHTS UNDER THE GILROY OPEN GOVERNMENT ORDINANCE.

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

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

1. **OPENING**
2. **PLEDGE OF ALLEGIANCE**
3. **REPORT ON POSTING THE AGENDA AND ROLL CALL**
4. **PUBLIC COMMENTS**

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

record. Items received after 1:00pm deadline will be provided to the Planning Commission as soon as practicable. All statements that require a response will be referred to staff for reply in writing.

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

5. CONSENT AGENDA

5.1. April 4, 2024 Planning Commission Meeting Minutes

6. PUBLIC HEARINGS

6.1. Tentative Map application to subdivide approximately 41.4 acres for development of the Canyon Creek, Rocky Knoll and Malvasia II neighborhoods of the Glen Loma Ranch Specific Plan (TM 20-05)

1. Staff Report: Cindy McCormick, Planning Manager
2. Public Hearing:
3. Close Public Hearing:
4. Disclosure of Ex-Parte Communication:
5. Possible Action:

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

- a) Recommend that the City Council, based on its independent analysis, determine that the proposed project is exempt from further environmental review pursuant to State CEQA Guidelines section 15182 (Projects Pursuant to a Specific Plan), which exempts residential projects that are consistent with a specific plan for which an environmental impact report was certified; and
- b) Adopt a resolution recommending that the City Council adopt a resolution approving Tentative Map TM 20-05, subject to the findings, conditions, and mitigation measures provided in the draft resolution.

6.2. Zoning text amendments to implement various programs of the Gilroy 2023-2031 Housing Element

1. Staff Report: Cindy McCormick, Planning Manager
2. Public Hearing:
3. Close Public Hearing:
4. Disclosure of Ex-Parte Communication:
5. Possible Action:

Staff recommends that the Planning Commission:

- a) Recommend that the City Council, based on its independent analysis, find that approval of Zoning Amendment Z 24-0001 is exempt from

review under the California Environmental Quality Act (“CEQA”) pursuant to CEQA Guidelines Section 15061(b)(3) where it can be seen with certainty that the amendments to implement the Gilroy 2023-2031 Housing Element would not result in a significant environmental effect; and

- b) Recommend that the City Council adopt an Ordinance, approving Zoning Amendment Z 24-0001, amending the Gilroy City Code, Chapter 30 (Zoning), Article XI (Residential Use Tables) in conformance with the City of Gilroy 2023-2031 Housing Element.

7. NEW BUSINESS

7.1. None

8. INFORMATIONAL ITEMS

8.1. Planning Division Staff Approvals

9. PLANNING DIVISION REPORT

10. ASSISTANT CITY ATTORNEY REPORT

11. ADJOURNMENT To the Next Meeting of June 6, 2024 at 6:00 PM

**City of Gilroy
Planning Commission
Regular Meeting Minutes
Thursday, April 4, 2024 | 6:00 PM**

1. OPENING

Tonight's meeting was called to order by Chair Bhandal at 6:00 p.m.

2. PLEDGE OF ALLEGIANCE

Chair Bhandal led the pledge of allegiance.

3. REPORT ON POSTING THE AGENDA AND ROLL CALL

The agenda was posted on Thursday, March 28, 2024 at 5:23 p.m.

Attendance	Attendee Name
Present	Stefanie Elle, Commissioner Adriana Leongardt, Commissioner Joan Lewis, Commissioner Kelly Ramirez, Commissioner Monica Valdez, Commissioner Annedore Kushner, Vice Chair Manny Bhandal, Chair

4. PUBLIC COMMENTS

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

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

5. CONSENT AGENDA

5.1. March 14, 2024 Planning Commission Meeting Minutes

A motion was made by Chair Bhandal; seconded by Commissioner Elle to approve the consent agenda.

RESULT: Pass [7 – 0]

MOVER: Chair Bhandal

SECONDER: Commissioner Elle

AYES: Commissioner Elle, Leongardt, Lewis, Ramirez, Valdez, Vice Chair Kushner, and Chair Bhandal

6. PUBLIC HEARINGS

6.1. CONTINUE to May 2, 2024, PER APPLICANT'S REQUEST – Tentative Map application to subdivide approximately 41.4 acres for build out of the Canyon Creek, Rocky Knoll and Malvasia II neighborhoods of the Glen Loma Ranch Specific Plan (TM 20-05)

Possible Action: Continue the application to May 2, 2024

There was one public comment from Debi Rerrick regarding emergency services in the Glem Loma Ranch area.

A motion was made by Commissioner Ramirez; seconded by Commissioner Lewis to continue the application to the May 2, 2024 Planning Commission meeting.

RESULT: Pass [7 – 0]

MOVER: Commissioner Ramirez

SECONDER: Commissioner Lewis

AYES: Commissioner Elle, Leongardt, Lewis, Ramirez, Valdez, Vice Chair Kushner, and Chair Bhandal

7. NEW BUSINESS

7.1. None.

8. INFORMATIONAL ITEMS

8.1. Planning Division Staff Approvals

There were no Planning Division approvals since the last report provided to the Planning Commission at its March 14, 2024 regular meeting.

9. PLANNING DIVISION REPORT

Community Development Director Sharon Goei announced to the Commission regarding Cindy McCormick's reclassification to Planning Manager and congratulated Cindy.

10. ASSISTANT CITY ATTORNEY REPORT

No report.

11. ADJOURNMENT To the Next Meeting of May 2, 2024 at 6:00 PM

Chair Bhandal adjourned the meeting at 6:24 p.m.

Ariana Fabian

Ariana Fabian, Planning Technician



Community Development Department

Sharon Goei
DIRECTOR

7351 Rosanna Street, Gilroy, CA 95020-6197
Telephone: (408) 846-0451 | Fax: (408) 846-0429
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DATE: May 2, 2024

TO: Planning Commission

FROM: Cindy McCormick, Planning Manager

SUBJECT: Tentative Map application to subdivide approximately 41.4 acres for development of the Canyon Creek, Rocky Knoll and Malvasia II neighborhoods of the Glen Loma Ranch Specific Plan (TM 20-05)

RECOMMENDATION

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

- a) Recommend that the City Council, based on its independent analysis, determine that the proposed project is exempt from further environmental review pursuant to State CEQA Guidelines section 15182 (Projects Pursuant to a Specific Plan), which exempts residential projects that are consistent with a specific plan for which an environmental impact report was certified; and
- b) Adopt a resolution recommending that the City Council adopt a resolution approving Tentative Map TM 20-05, subject to the findings, conditions, and mitigation measures provided in the draft resolution.

PROJECT DESCRIPTION

Tentative Map application TM 20-05 (#20090053) requests subdivision of approximately 41.37+/- acres for development of the Canyon Creek, Rocky Knoll and Malvasia II neighborhoods of the Glen Loma Ranch Specific Plan area. The subject site is located northeast of Santa Teresa Boulevard, and south and southwest of West Luchessa Avenue. The site comprises APN # 808-18-032 and 808-58-005. The requested tentative map proposes to create 40 compact single-family lots in the Canyon Creek neighborhood; six (6) lots for the creation of 41 townhouse style condominium units in the Rocky Knoll neighborhood; and nine (9) lots for the creation of 42 townhouse style condominium units in the Malvasia II neighborhood, for a total of 55 residential lots and 123 residential units. This subdivision would also create one public open space parcel for the construction of the Santa Teresa trail; one public trail easement for the Rocky Knoll Trail; 18 private open space parcels that will be maintained by the homeowners' association; and associated public and private streets. This tentative map request is for mapping purposes only. Development of the individual lots will be processed through an Architectural and Site Review application in accordance with the Glen Loma Ranch Specific Plan.

DISCUSSION AND ANALYSIS

BACKGROUND:

Glen Loma Specific Plan Area: The Glen Loma Ranch Development is a 359.6-acre property located in the western rolling foothills of Gilroy between Santa Teresa Boulevard and Uvas Creek. The [Glen Loma Ranch Specific Plan](#) was approved in 2005 after a process that involved City officials, City staff, and input from the local community. The approved Specific Plan area includes 19 distinct neighborhoods along with the related infrastructure projects such as streets, roundabouts, trails, parks, etc. The Glen Loma Ranch Specific Plan forecasted a build out of 1,693 dwelling units, 155,500 square feet of nonresidential uses, and 145 acres of parks and open space with an extensive trail system linking the various neighborhoods and a town center component.

The City has approved tentative maps for 1,083 units, with 996 of those units either built or issued building permits for construction. As of April 10, 2024, the City has issued building permits for a total of 996 units for the following neighborhoods: Vista Bella (146 units), Petite Sirah (77 units), Mataro (51 units), Luchessa (49 units), The Grove (64 units), Home Ranch (52 units), Palomino (2 units), McCutchin Creek (2 units), Wild Chestnut (43 units), Montonico (84 units), Town Center BMR Apartments (158 units), Town Center Townhomes (124¹ units), The Glen (23 units), Malvasia (46 units), and Nebbiolo (75 units).

The City anticipates issuing building permits for another 86 units within the approved tentative maps for Nebbiolo (27 units), Palomino (35 units) and McCutchin Creek (24 units). This would bring the total count to 1,082 units, noting that one fewer unit was built in the Town Center Townhome development than permitted by the tentative map.

The proposed tentative map (TM 20-05) for the Canyon Creek, Rocky Knoll and Malvasia II neighborhoods would add 123 units towards build out of the Specific Plan, for a total of 1,205 units.

The 2005 Glen Loma Specific Plan EIR included an analysis for 1,690 units; therefore, the remaining units that could be built pursuant to the EIR is 485 units. This includes an anticipated 192 units in the Olive Grove neighborhood, a property that is owned by, and being held in reserve by, the Gilroy Unified School District. Specific Plan build out also includes 6.8 acres of land set aside for commercial uses and 1.5 acres of land for the fire station.

The applicant has indicated they intend to reduce the overall development of Glen Loma, including elimination of the commercial uses; however no formal documentation of this reduced development has been submitted. Therefore, the City is processing the proposed Tentative Map 20-05 in the same manner as previous tentative maps. Once a formal application for a reduced project development of the overall Glen Loma area is received, City staff will process the applicant's requested changes to the required mitigation measures. An Addendum to the EIR would be necessary to modify phase 3 traffic

¹ Tentative Map 17-01 included approval for 125 units; however only 124 townhome units were built.

mitigation measures associated with a reduced buildout of the Specific Plan.

Planning Commission Review: Pursuant to Gilroy City Code (GCC) Section 21.41, the planning commission shall, after considering all reports, recommendations, and comments, transmit its recommendation to the city council within sixty (60) days from the date of its decision. The tentative map may be denied if the proposal would conflict with the City code, statute, law or other valid regulation; if the land is subject to severe flood hazard or severe inundation; or if any of the negative findings from the Subdivision Map Act can be made. A list of the findings is provided later in this staff report and also referenced in the attached draft resolution.

Future Architectural and Site Reviews: In accordance with the Glen Loma Ranch Development Agreement (DA), architectural and site review permits for projects within Glen Loma Ranch, including the Canyon Creek, Rocky Knoll and Malvasia II neighborhoods, would be approved by the planning manager at staff level, provided the plans are consistent with the Glen Loma Ranch Specific Plan.

Santa Clara Valley Habitat Plan Consistency: The Glen Loma Group has obtained a preliminary habitat plan permit for this project (HP 19-03).

Environmental Assessment: On November 7, 2005, the City Council certified the Glen Loma Ranch Specific Plan Environmental Impact Report (EIR) with 52 mitigation measures with adoption of the Glen Loma Ranch Specific Plan. The California Environmental Quality Act (CEQA) Guidelines, section 15182 (Projects Pursuant to a Specific Plan), exempts residential projects pursuant to a specific plan from further environmental review under CEQA if the project meets the requirements of that section. Staff finds that the proposed subdivision meets the requirements of section 15182 as follows:

1. The Gilroy City Council certified the Glen Loma Ranch Specific Plan Environmental Impact Report (EIR) and Mitigation Monitoring Program with adoption of the Glen Loma Ranch Specific Plan on November 7, 2005; and
2. Tentative Map application TM 20-05 is a residential project implementing the approved Glen Loma Ranch Specific Plan and 2005 EIR and Mitigation Monitoring Program; and
3. Tentative Map application TM 20-05 was undertaken pursuant to and in conformity with the approved Glen Loma Ranch Specific Plan.

Because the project meets the requirements of section 15182, no additional CEQA analysis is required.

STAFF ANALYSIS:

Subject Property and Surrounding Land Uses: The subject site is presently undeveloped. The following table identifies the existing land uses and General Plan and zoning designations of the project site and surrounding properties.

LOCATION	EXISTING LAND USE	GENERAL PLAN	ZONING
Project Site	Undeveloped Canyon Creek, Rocky Knoll and Malvasia II Neighborhoods	Glen Loma Ranch Specific Plan Area	Glen Loma Ranch Specific Plan Area Neighborhood District
North	Open Space, Montonico, Nebbiolo, Malvasia I, and The Glen Neighborhoods	Glen Loma Ranch Specific Plan Area	Glen Loma Ranch Specific Plan Area Neighborhood District
South	Santa Teresa Boulevard and Eagle Ridge Development	Hillside Residential	Residential Hillside / Planned Development
East	Malvasia I and Town Center Neighborhoods	Glen Loma Ranch Specific Plan Area	Glen Loma Ranch Specific Plan Area Neighborhood District
West	Montonico neighborhood and Santa Teresa Boulevard and Eagle Ridge Development	Glen Loma Ranch Specific Plan Area / Hillside Residential	Residential Hillside / Planned Development

General Plan Consistency: The City's General Plan designates the subject site as Glen Loma Ranch Specific Plan, which supports the proposed project request. The proposal conforms to the goals and policies of the General Plan, as discussed below:

POLICY #, TITLE AND SUMMARY	CONSISTENCY ANALYSIS
Land Use (LU) Policies	
LU 1.1 Pattern of Development Ensure an orderly, contiguous pattern of development that prioritizes infill development, phases new development, encourages compactness and efficiency, preserves surrounding open space and agricultural resources, and avoids land use incompatibilities.	The Canyon Creek, Rocky Knoll and Malvasia II subdivision follows the development pattern envisioned by the Glen Loma Ranch Specific Plan. This subdivision is located south of the Montonico, Nebbiolo, Malvasia I, and The Glen Neighborhoods, which have approved final maps. This Canyon Creek, Rocky Knoll and Malvasia II subdivision is one of

POLICY #, TITLE AND SUMMARY	CONSISTENCY ANALYSIS
	the final subdivisions in the Glen Loma Ranch Specific Plan area. Development of Canyon Creek, Rocky Knoll and Malvasia II will utilize infrastructure currently in place or under construction to support the Specific Plan as a whole. In addition, buildout of the Glen Loma Ranch Specific Plan will require completion of required EIR mitigation measures, which will ensure needed infrastructure is in place to support the development.
LU 2.6 Glen Loma Ranch. Maintain and implement the Glen Loma Ranch Specific Plan to guide development in the area and ensure the new neighborhoods provide a complementary mix of housing, retail, services, public facilities, and open space.	The Canyon Creek, Rocky Knoll and Malvasia II subdivision has been designed in accordance with the adopted Glen Loma Ranch Specific Plan. The proposed tentative map provides a complementary mix of housing types, public facilities and open space. The proposed map is consistent with this policy.
LU 3.2 Connectivity. Encourage new residential development to incorporate design features that promote walking and connectivity between blocks.	The Canyon Creek, Rocky Knoll and Malvasia II subdivision tentative map includes construction of the Rocky Knoll trail and a portion of the Santa Teresa trail. The map design also incorporates connectivity between neighborhoods.
LU 3.11 Noise Mitigation Design. When requiring noise impact mitigation as a part of new and/or expanded development, promote the use of techniques less visually intrusive than sound walls, including but not limited to site design techniques, earth berms, and sound attenuation fencing with wood or other materials that are more compatible with the site and surrounding area.	The Canyon Creek, Rocky Knoll and Malvasia II subdivision utilizes building placement to minimize the use of sound walls. No sound walls will be constructed along Santa Teresa Boulevard as part of this project. Only the eight lots directly abutting Luchessa Avenue would need sound walls.

POLICY #, TITLE AND SUMMARY	CONSISTENCY ANALYSIS
Mobility (M) Policies	
M 1.2 Street Network Hierarchy. Provide a transportation network that has a hierarchy of arterial, collector, and local streets to efficiently move bicycle, pedestrian, and vehicular traffic. M 1.4 Residential Traffic. Protect residential streets from excess traffic. M 1.5 Transportation Network Connectivity. Develop a transportation network that connects users of all modes to destinations in Gilroy. M 1.9 Interconnected Residential Streets. Encourage street patterns that provide direct access between neighborhoods for automobiles, pedestrians, and bicycles and connections to nearby neighborhood commercial services. Where access is not provided through the design of the street system, require easements for pedestrian and bicycle access (e.g., between cul-de-sacs). M 1.10 Private Streets. Require private streets to function similar to public streets. Private streets shall include sidewalks, street trees, and promote connectivity. M 2.2 Complete Street Standards. Adopt, maintain, and implement complete streets standards consistent with the NACTO Guidelines that are applicable to adjacent land uses and sensitive to nearby neighborhoods. M 3.2 New Development. Require new development to include a system of sidewalks, trails, and bikeways that link all land uses, provide accessibility to	The Glen Loma Ranch Specific Plan area is served by three major roadways; Santa Teresa Boulevard, Luchessa Avenue, and Miller Avenue. All street designs within the Specific Plan area must be consistent with the Specific Plan and built to City standards. When the EIR was adopted, the existing streets located within the project site included Club Drive, Grenache Way, Syrah Court and Miller Avenue. Club Drive is located in the northwestern region of the project site and runs from Santa Teresa Boulevard east toward Uvas Creek but stops at the project site boundary. Grenache Way connects Club Drive with Syrah Court, providing access to Ascencion Solorsano Middle School and neighborhoods in the western portion of Glen Loma. The Glen Loma Specific Plan EIR described the future transportation network within each of the three phases of development, and further illustrated these phases in the attached phasing map. <i>Phase 1</i> (east of Tenth Street) would connect Luchessa Avenue between Greenfield Drive and Miller Avenue, and Tenth Street between Santa Teresa Boulevard and just north of Luchessa Avenue. <i>Phase 2</i> (northwest of the preserved natural open space area) included Club Drive. <i>Phase 3</i> (west of Tenth Street) includes Merlot Drive and what is now the connection of West Luchessa Avenue between Santa Teresa Boulevard (east of Ballybunion Drive) and Tenth Street. The proposed Tentative Map (TM 20-05) will complete the extension of Luchessa Avenue between the Miller Avenue roundabout and the Vintner Street roundabout.

POLICY #, TITLE AND SUMMARY	CONSISTENCY ANALYSIS
parks and schools, and connect to all existing or planned external street and trail facilities in accordance with the Mobility Diagrams. M 3.4 Bicycle and pedestrian Path Network. Develop and maintain a network of paths along linear parks, public easements, drainages, and other open space areas to accommodate bicycle and pedestrian traffic.	Tentative Map application TM 20-05 will advance the Specific Plan’s bicycle and pedestrian goals by developing the portion of the Santa Teresa Boulevard trail that abuts its boundary and constructing the Rocky Knoll trail. These trail improvements, along with the trails constructed with the other Specific Plan neighborhoods, will provide pedestrian and bicycle access between neighborhoods and recreational areas within the Specific Plan area. The circulation analysis provided later in this staff report, further describes the transportation network.

General Plan Neighborhood District Land Use Designation: The purpose of these designations is to encourage compact, complete, neighborhood-style development. Traditional single-family uses will comprise a substantial portion of these districts. Commercial and medium- to high-density residential uses should be clustered to form neighborhood centers. Neighborhood centers would be centrally located to be convenient to as many residents as possible. Residents can access neighborhood centers easily by walking, biking, or driving. Neighborhood-serving amenities such as schools, parks, open space, and neighborhood commercial will be integrated in the neighborhood design in a manner that provides the greatest benefit to the community.

Neighborhood District Consistency: The adoption of the Glen Loma Ranch Specific Plan implements the Neighborhood District land use designation within the Specific Plan area. The Glen Loma Ranch Specific Plan was envisioned from the beginning as a planning tool that would be consistent with and provide implementation measures sufficient to execute the policies of the Neighborhood District as set forth in the Gilroy General Plan. The adopted Specific Plan lists the various policies of the Neighborhood District and provides a detailed response on how the Glen Loma Ranch Specific Plan is consistent with these policies.

Specific Plan Consistency: The Glen Loma Ranch Specific Plan has set forth a series of Standards and Guidelines to help ensure that the vision of the Specific Plan translates to the ultimate built environment. Standards are mandatory requirements that are enforced by terms such as “shall” or “will”. Guidelines are suggested or encouraged but are not explicitly mandatory. However, their intent represents an objective of the Glen Loma Ranch Specific Plan and as such they are intended to be followed in spirit if not

literally. Thus, guidelines leave some flexibility for design creativity to meet the intent of the guideline and are promulgated by terms such as “should” or “may”. The following development standards and guidelines are applicable to the proposed project.

APPLICABLE GLEN LOMA RANCH DEVELOPMENT STANDARDS	
STANDARD	CONSISTENCY ANALYSIS
LUS-1: Each Neighborhood within the Specific Plan shall observe the setbacks to natural features established within the Specific Plan and project Mitigation Measures	The Malvasia II subdivision is surrounded by developed or developing land. However, the Canyon Creek and Rocky Knoll subdivisions are largely surrounded by preserved natural open space and other open space. Lot setbacks to the open space areas and the creation of a fuel transition zone were established during development of the Specific Plan. These areas are indicated on Specific Plan Figure 25. The lots within this subdivision have been designed in accordance with this plan.
LUS-2: The Neighborhoods within the Specific Plan shall provide visual as well as physical access to the natural features being preserved and enhanced subject to environmental consideration where appropriate.	The Canyon Creek and Rocky Knoll subdivisions preserve the view of the preserved open space areas via buffers and subdivision design. The Rocky Knoll trail and Santa Teresa trail will provide access to the open space areas.
LUS-11: Streets, and/or trails shall link schools, parks, commercial areas, and residential neighborhoods to ensure pedestrian access.	The Specific Plan has been designed with a system of streets and trails that connect the schools, parks, commercial area and neighborhoods within the Specific Plan area. The proposed tentative map implements this aspect of the specific plan by constructing streets that will connect to the master planned street system, as well as constructing the segment of Santa Teresa trail abutting the site and the Rocky Knoll trail.
TCMF/ OSS-2: Provide pedestrian paths to connect parking, open space and recreational facilities.	The project has been designed with sidewalks that connect parking, open space and recreational facilities. In addition, the project will construct a segment of the Santa Teresa trail and the Rocky Knoll trail.

APPLICABLE GLEN LOMA RANCH DEVELOPMENT STANDARDS	
STANDARD	CONSISTENCY ANALYSIS
TRS-2: The route and destination points of the various trail segments will be conceptually set through the adoption of the Glen Loma Ranch Specific Plan. Future Neighborhoods that develop adjacent to the trail segments shall respect the trail alignments as adopted.	A segment of the Santa Teresa trail abuts this subdivision. This trail segment and the Rocky Knoll trail will be constructed as part of this project. The subdivision has been designed to accommodate construction of both trails as envisioned by the Specific Plan.
TRS-4: Trail segments will be constructed by individual projects adjacent to the trails. The completed trail segments and an area equivalent to the width of future multi-use trails will be built to city standards and dedicated to the City of Gilroy.	A segment of the Santa Teresa trail abuts this subdivision. This trail segment and the Rocky Knoll trail will be constructed as part of this project.
FPS-1: The size of each Focal Point shall be at least 4,500 square feet in size.	Each neighborhood provides a focal point area exceeding 4,500 square feet.
NLS-1: Neighborhoods that lie adjacent to Santa Teresa Boulevard shall provide a fifty-foot (50') buffer for acoustical and aesthetic considerations.	The Malvasia II and Rocky Knoll neighborhoods are located adjacent to Santa Teresa Boulevard and will be visible from that roadway. The developer has designed both neighborhoods with townhouse style condominium units fronting on Santa Teresa Boulevard. This design eliminates the need for soundwalls along this frontage. The closest residential unit is located a minimum of 50 feet from the Santa Teresa Boulevard future face-of-curb.
NLS-6: Neighborhoods that lie adjacent to Santa Teresa Boulevard are encouraged to feature higher density residential product types so the buildings provide noise shielding in lieu of soundwalls.	The Malvasia II and Rocky Knoll neighborhoods are located adjacent to Santa Teresa Boulevard. Both neighborhoods will be developed with multi-family housing. The design of these neighborhoods will eliminate the need for soundwalls.

APPLICABLE GLEN LOMA RANCH DEVELOPMENT GUIDELINES	
GUIDELINE	CONSISTENCY ANALYSIS
VAG-1: Through streets are preferred, but loop streets are permitted to form interconnecting grid patterns.	This subdivision proposes a combination of through and looped streets.
NLG-2: In cases where sound walls are used, the following measures should be used: Breaks and openings shall be incorporated in the design of the sound walls. Locate sound walls behind berms and/ or landscaping to screen them from Santa Teresa Boulevard.	The applicant has designed the subdivision to minimize soundwalls. Only short sections of streets will require soundwalls, such that no breaks are needed. Instead, the soundwalls will be screened with landscaping.

Tentative Map (TM 20-05) Analysis: The project has been reviewed by all City departments and applicable agencies. Based on this review, conditions of approval have been prepared in conformance with the requirements of City Code. Residential subdivisions must comply with Chapter 21, Subdivisions and Land Development. In accordance with Section 21.41(i) of the Gilroy City Code, initial approval of a tentative map is valid for twenty-four (24) months. Such approval may only be extended at the Council's discretion.

The subject property would create three neighborhoods within the Glen Loma Ranch Specific Plan area: the Canyon Creek (40 lots); the Rocky Knoll (six [6] lots for 41 townhouse units); and the Malvasia II neighborhoods (nine [9] lots for 42 townhouse units). The proposed tentative map would also create parcels for open space areas, as well as public and private streets.

a) Flood Zone: As provided in the Glen Loma Specific Plan, the proposed development areas are not within the FEMA 100 year flood plain or flood way. There is only a small portion of the Specific Plan area within a floodplain designated by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate map. This area is not proposed for development.

b) Property Dedications and Easements: The developer will dedicate trail land to the City for the Santa Teresa trail improvements and easements; the public right-of-way along West Luchessa Avenue; and land required for public service easements.

- c) **Open Space:** In addition to the specific plan-wide open space and focal point areas discussed below, the Malvasia II and Rocky Knoll neighborhoods will develop the portions of the Class I (paved) Santa Teresa trail that abuts the properties. The entire Rocky Knoll trail will also be constructed with the Rocky Knoll and Canyon Creek neighborhoods, connecting the Santa Teresa trail to West Luchessa Avenue.

Trail/Open Space Interfaces: Approximately 25 percent of the Glen Loma Ranch Specific Plan area will be maintained as permanent preserved open space. Homes within the Canyon Creek neighborhood that back onto natural open space are required to construct open fencing to allow property owners to monitor the open space areas. However, townhome style condominium units in the Rocky Knoll and Canyon Creek subdivisions that face the Santa Teresa and Rocky Knoll trails are not required to install fencing along trail interfaces.

Open Space Buffers/Fuel Transition Zones: Specific Plan policy POSS-5 requires open space buffers around preserved open space areas. These buffers, which act as fuel transition zones (FTZ), are areas of mowed, native vegetation and are specified in Specific Plan figure 26. The buffers/FTZs shown on the proposed tentative map comply with Specific Plan requirements.

Open Space Maintenance: All open space within the three neighborhoods, the Santa Teresa trail, and the Rocky Knoll trail will be maintained by the homeowners' association.

- d) **Stormwater Treatment Basins:** The tentative map shows two detention basins: one on parcel B4 and one on parcel B18. The basins are designed to provide stormwater detention and stormwater treatment for the proposed development. The treatment basins will be constructed as part of project improvements.
- e) **On and Off-Site Improvements:** The following on-site improvements would be developed as part of this tentative map approval: completion of West Luchessa Avenue along the property boundary; Santa Teresa Trail and associated landscaping; and Rocky Knoll trail and associated landscaping.
- f) **Circulation:** The Glen Loma Ranch Specific Plan includes a circulation system composed of arterial, collector and local roads connecting to Santa Teresa Boulevard, Miller Avenue, Tenth Street, and West Luchessa Avenue. The Specific Plan also includes a well-developed system of bicycle and pedestrian trails that provide connectivity throughout the Specific Plan area and to adjacent residential neighborhoods, Christmas Hill Park, and the Uvas Creek Park Preserve. Opportunities for transit are also included within the plan area.

Access to the Canyon Creek, Rocky Knoll and Malvasia II subdivision will be provided by West Luchessa Avenue, Merlot Drive, Vinador Place, Vintner Street and Fortino Court. Private streets within the Canyon Creek, Rocky Knoll and Malvasia II subdivision comply with city of Gilroy private street standards in terms of lane width, sidewalk width, and parking stall width. All private streets will be maintained by the homeowners' association. The names of the new private streets have been approved

in accordance with the Development Agreement.

- g) Density:** The densities of the neighborhoods proposed in this phase of the Glen Loma Ranch Specific Plan are shown in the chart below.

Neighborhood	Total Units	Net Area (acres)	Net Density (DU/Acre)
Canyon Creek	40	3.9	10.26+/-
Rocky Knoll	41	1.39	29.5+/-
Malvasia II	42	1.5	28+/-
Totals:	123	6.79	22.6 (average density)

- h) Site Layout and Lot Sizes:** TM 20-05 proposes to subdivide land located in the central portion of the Specific Plan area, northeast of Santa Teresa Boulevard, and south and southwest of West Luchessa Avenue. This subdivision is bordered to the north by open space and the Nebbiolo, Malvasia I, and The Glen Neighborhoods; to the south by Santa Teresa Boulevard and the Eagle Ridge development; to the east by the Town Center and Malvasia I neighborhoods; and to the west by the Montonico neighborhood and Santa Teresa Boulevard and the Eagle Ridge development.

The following chart summarizes the proposed parcels and land uses:

Land Use	Acreage	Lot(s)
Public Open Space Lots and trail easements (Santa Teresa trail and Rocky Knoll trail)	0.30	A1
Private Open Space Lots	29.21	B1-B18
Residential Lots	6.79	1-55
Public Streets	0.81	n/a
Private Streets	4.26	n/a
Total	41.37	

Canyon Creek Neighborhood: The Canyon Creek neighborhood is located between W. Luchessa Avenue and Santa Teresa Boulevard. Canyon Creek is northeast of the Rocky Knoll area and adjacent to Reservoir Canyon Creek. A portion of the Rocky

Knoll trail (a hiking and bicycle trail) running adjacent to Reservoir Canyon Creek will be developed with this neighborhood. The neighborhood includes a 0.12+/- -acre private open space area to be developed as a neighborhood focal point (parcel B11). As with all neighborhoods included in this tentative map, the neighborhood focal point design will be considered as part of the architectural and site review application.

The Canyon Creek neighborhood consists of 40 single-family compact lots, at a density of 10.26+/- DU/net acre. [Note that compact lots are described in the Specific Plan in Section 7, page 24.] Lots in this neighborhood range in size from 3,520+/- to 7,200+/- square feet and will be served by private streets [Vinador Place, Fortino Court, Bellini Court] with 40 on-street parking spaces. [Note: all on-street parking discussed in this tentative map analysis is in addition to parking in garages and driveways.]

All lots within this neighborhood will front on private streets; 15 lots will be accessed by private driveways off Fortino Court.

Eight homes in this neighborhood will back onto West Luchessa Avenue, necessitating a 6-foot high sound wall on that street. [Note: an acoustical analysis prepared for this Specific Plan has determined that soundwalls with a height of six feet are adequate to meet General Plan noise standards. Therefore, all soundwalls discussed in this tentative map analysis will be six feet high.]

Sixteen lots in this neighborhood will side or back onto private preserved open space areas. These include lots 3, 4, 9, 10, 15; 16 through 24; 35 and 36. As previously discussed under the open space (section "c") Tentative Map (TM 20-05) Analysis, lots backing onto preserved open space areas will provide open view fencing, in accordance with the adopted Specific Plan.

Rocky Knoll Neighborhood: The Rocky Knoll neighborhood is adjacent to Santa Teresa Boulevard. Like the Canyon Creek neighborhood, the Rocky Knoll neighborhood is adjacent to the Rocky Knoll area and adjacent to Reservoir Canyon Creek. A portion of the Rocky Knoll trail will be developed with this neighborhood. Access to the Rocky Knoll neighborhood will be provided by an extension of Merlot Drive (Merlot Court). The neighborhood includes a 1.7+/- -acre private open space area (B-17) to be developed as a focal point surrounding the neighborhood.

All six residential lots in the Rocky Knoll neighborhood will be developed with townhouse style condominium units (41 units). All units will be oriented toward adjacent streets or the Rocky Knoll open space area. This design will minimize the visibility of parking areas, as well as eliminate the need for sound walls.

Malvasia II Neighborhood: The Malvasia II neighborhood is located at the southeast corner of West Luchessa Avenue and Santa Teresa Boulevard. It is bordered by streets on three side and an open space area on the fourth side. The Malvasia II neighborhood will receive access from Merlot Drive, via Luchessa Avenue. The Malvasia neighborhood includes a 0.4+/- -acre private open space area (B-14) to be developed as a focal point in the center of the neighborhood.

All nine residential lots in the Malvasia II neighborhood will be developed with townhouse style condominium units (42 units). All units will be oriented toward adjacent streets. This design will minimize the visibility of parking areas, as well as eliminate the need for sound walls.

Tentative Map Findings: Pursuant to Government Code section 66473.5, for a city to approve a subdivision map, it must make a finding that a proposed subdivision is consistent with its general plan. Government Code Section 66474 further provides that a city shall deny approval of a tentative tract or parcel map if it makes any one of seven specific “negative” findings. Thus, for a city to approve a tentative tract or parcel map, it must find the inverse of the following seven “negative” findings in section 66474.

- a. That the proposed subdivision is not consistent with applicable general and specific plans as specified in [Section 65451](#).*
- b. That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.*
- c. That the site is not physically suitable for the type of development.*
- d. That the site is not physically suitable for the proposed density of development.*
- e. That the design of the proposed subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.*
- f. That the design of the subdivision or type of improvements is likely to cause serious public health problems.*
- g. That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. In this connection, the governing body may approve a map if it finds that alternate easements, for access or for use, will be provided, and that these will be substantially equivalent to ones previously acquired by the public. This subsection shall apply only to easements of record or to easements established by judgment of a court of competent jurisdiction and no authority is hereby granted to a legislative body to determine that the public at large has acquired easements for access through or use of property within the proposed subdivision.*

As provided in this staff report, the proposed Tentative Map (TM 20-05), is consistent with the intent of the goals and policies of the Gilroy 2040 General Plan and the Glen Loma Ranch Specific Plan. As provided in attached Draft Resolution, the above seven findings can be made in the negative, supporting a Planning Commission recommendation of approval of the proposed Tentative Map (TM 20-05), as conditioned in the attached draft resolution, including all mitigation measures.

PUBLIC NOTICING:

On March 19, 2024, notices of this application and the April 4th Planning Commission meeting were mailed to the property owners within 500 feet of the subject site, utilizing

data from the County Assessor. The notice was also published in the Gilroy Dispatch on March 22, 2024. The property has also been posted with on-site signage notifying passersby of pending development. In addition, the Planning Commission public hearing packets are available through the City's webpage.

April 4, 2024 Continuance: The April 4th hearing was continued to a date certain of May 2, 2024 and therefore did not require additional noticing. However, courtesy notices were sent to property owners within 500 feet of the subject development. The mailed courtesy notice also included a URL to the dedicated city webpage for the project.

Applicant/Staff Correspondence: As noted in the last paragraph on page 2 of this staff report, the applicant and City staff have been discussing a reduced build out of the overall Glen Loma Ranch Specific Plan area, and how such a reduction would reduce traffic impacts related to trip generation. These discussions are still occurring but have no bearing on the May 2nd public hearing for Application TM 20-05, since the Tentative Map project as proposed does not include a documented downsizing of the overall Glen Loma development. To further proceed with an Addendum to the EIR regarding traffic mitigations, the applicant will need to formally submit a project proposal for a reduced development for the Glen Loma area. See attached April 22, 2024 correspondence from Augie Dent in response to staff's April 18, 2024 email. A formal response to the applicant will be provided by the end of the day on Monday, April 29, 2024. As noted above, this correspondence has no bearing on the Tentative Map but is being provided at the request of Mr. Dent.

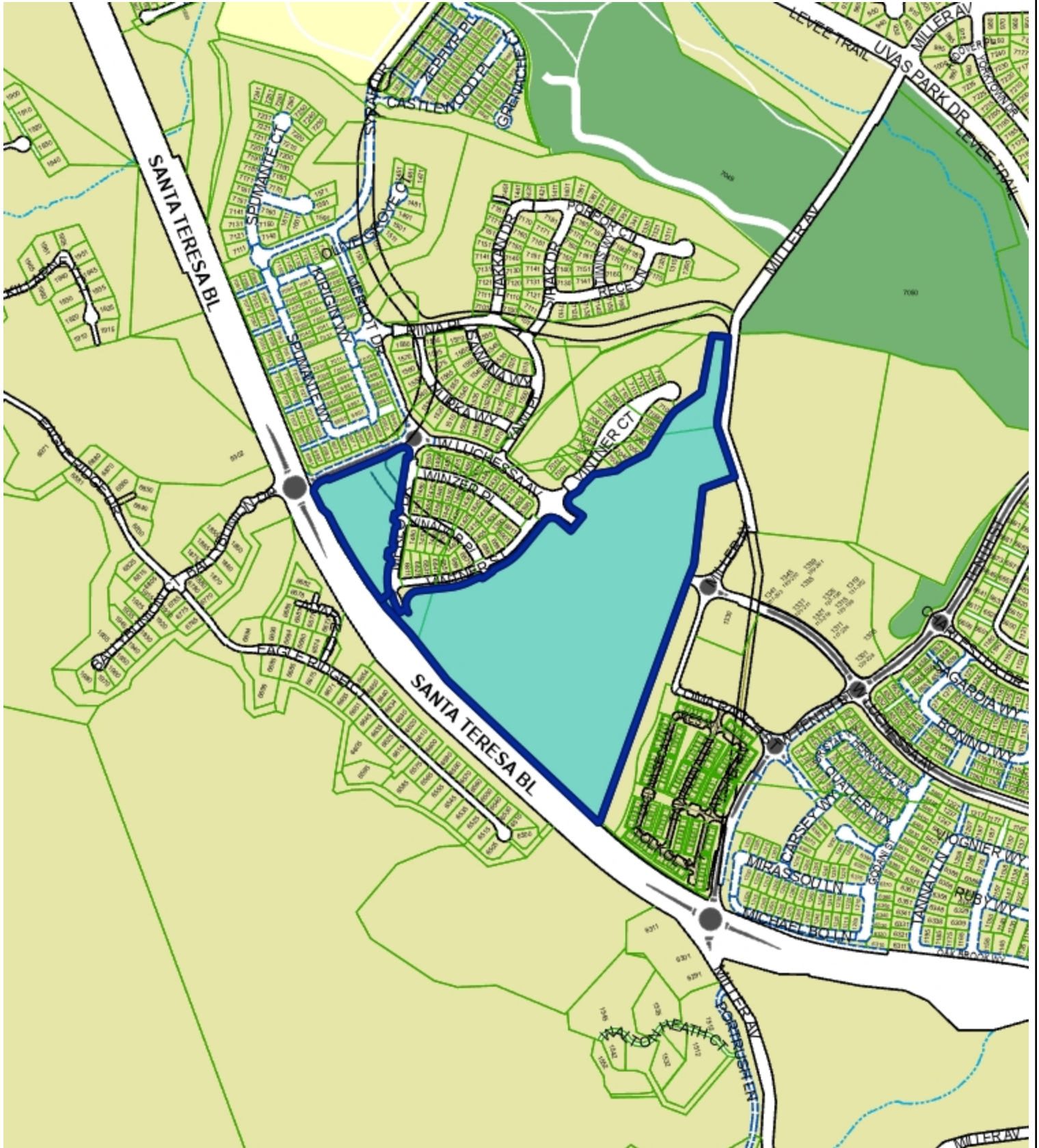
Public Comment: As of noon on Thursday, April 25th, the City received four public comments, which are attached to this staff report as a single document. In response to these comments, staff explained that the fire station is not being considered as part of this Tentative Map application. The contractual obligations for Glen Loma to build the fire station would be triggered by the issuance of the 1,100th building permit. To date, 996 building permits have been issued. The architectural design is not being considered at the Tentative Map hearing since the Development Agreement for the Specific Plan allows staff approval so long as the architectural plans are consistent with the Specific Plan. The architectural and site review would occur after approval of the tentative map. It's important to note that the City may only review the application for compliance with objective standards consistent with the Specific Plan. Three story townhomes are permitted in the Glen Loma development. The approved Specific Plan includes 145 acres of parks and open space with an extensive trail system linking the various neighborhoods and a town center component. Approximately 25 percent of the Glen Loma Ranch Specific Plan area will be maintained as permanent preserved open space. Additional analysis on site circulation and open space is provided in other sections of this staff report.

APPEAL PROCEDURE:

If the developer is dissatisfied with any action of the Planning Commission with respect to the tentative map or the kinds, nature and extent of the improvements recommended by the advisory agency to be required, they may, within ten (10) days after such action, appeal to the City Council for a public hearing thereon. Tentative Map application TM 20-05 is tentatively scheduled for the June 3, 2024 City Council meeting.

ATTACHMENTS:

1. TM 20-05 Location Map
2. 2005 Resolution adopting the EIR and Mitigation Monitoring Program
3. Glen Loma Ranch EIR Phasing Exhibit
4. TM 20-05 Tentative Map (proposed)
5. TM 20-05 Draft Resolution
6. Public Comments, as of noon 4-25-24
7. 4-18-24 email to applicant
8. 4-22-24 correspondence from applicant
9. [Glen Loma Ranch Specific Plan](#) (link)
10. [Glen Loma Ranch Draft EIR](#) (link)
11. [Glen Loma Ranch Final EIR](#) (link)



0.3 0 0.13 0.3 Miles

NAD_1983_StatePlane_California_III_FIPS_0403_Feet
City of Gilroy, GIS Services

1: 8,000

Note: Map is for reference purposes only.

RESOLUTION NO. 2005-81

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GILROY MAKING
REQUIRED FINDINGS CONCERNING SIGNIFICANT EFFECTS, MITIGATION
MEASURES AND ALTERNATIVES, AND ADOPTING A STATEMENT OF
OVERRIDING CONSIDERATIONS, FOR THE GLEN LOMA RANCH SPECIFIC
PLAN (GPA 00-01), FOR WHICH AN ENVIRONMENTAL IMPACT REPORT WAS
PREPARED IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL
QUALITY ACT, AND ADOPTING A MITIGATION MONITORING PROGRAM FOR
THE PROJECT**

WHEREAS, the project analyzed in the Final Environmental Impact Report ("Final EIR") for the Glen Loma Ranch residential and commercial project applications GPA 00-01 and Z 05-13, adopting the Glen Loma Ranch Specific Plan and codifying provisions of the Glen Loma Ranch Special Use District, and re-zoning to GLR/PUD (Glen Loma Ranch Special Use District/Planned Unit Development) from ND (Neighborhood District) ("Project"), is composed of approximately 360 acres east of Santa Teresa Boulevard between Greenfield Drive and Uvas Creek, APNs 808-18-003, 014, 015, 016, 017, 018, 808-19-008, 009, 010, 011, 808-43-001, 002, 003, 004, 005, and 006; and

WHEREAS, the City of Gilroy held three community meetings between October 2000 and June 2001 to gain input into the overall design of the Project; and

WHEREAS, the Planning Commission and City Council held a series of six workshops to discuss the process and overall Project between February 2001 and September 2005, including a workshop in May 2001 with the Parks and Recreation Commission; and

WHEREAS, the Planning Commission held a duly noticed public hearing on October 6, 2005, at which time the Commission considered the public testimony, the Staff Report dated September 29, 2005, and all other documentation related to the Project, and recommended that the City Council certify the Final EIR as completed in accordance with the requirements of the California Environmental Quality Act of 1970 as amended ("CEQA"); and

WHEREAS, the City Council held a duly noticed public hearing on the Project, including the Final EIR, on October 17, 2005, at which time the Council received the full record of the entire proceedings, took public testimony, and heard additional City staff responses, and thereafter certified the Final EIR as completed in accordance with CEQA; and

WHEREAS, the City Council of the Gilroy is the decision-making body for the Glen Loma Project; and

WHEREAS, the City Council of Gilroy intends to approve actions related to the Project as identified in the Final EIR, entitled, "Final Environmental Impact Report: Glen Loma Specific Plan" dated September 2005, and "Revised Draft Environmental Impact Report: Glen Loma Specific Plan" dated June 10, 2005, SCH # 2003042018; and

WHEREAS, CEQA requires that in connection with the approval of a project for which an EIR has been prepared that identifies one or more significant environmental effects, the decision-making body of the lead agency make certain findings regarding those significant effects on the environment identified in the Final EIR.

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GILROY AS FOLLOWS:

1. The City Council does hereby attest to its findings made October 17, 2005, that the Final EIR has been completed in compliance with CEQA; that the City Council has independently reviewed and analyzed the Final EIR and other information in the record and has considered the information contained therein, including the written and oral comments received at the public hearings on the Final EIR and on the Project, prior to acting upon or approving the Project; and has found that the Final EIR represents the independent judgment and analysis of the City of Gilroy as Lead Agency for the Project.

2. The findings and recommendations set forth herein are made by this City Council as the City's findings under CEQA relating to the Project. The findings provide the written analysis and conclusions of the City Council regarding the Project's environmental impacts, mitigation measures and alternatives to the Project.

3. The City Council hereby adopts the mitigation measures in the Final EIR, summarized in the "Summary of Impacts and Mitigation Measures," attached to this resolution as Exhibit "A", except as modified herein, as conditions of the Project.

4. The Mitigation Monitoring Program for the Project (the "Program") is attached as Exhibit "B" and adopted as part of this resolution. The Program identifies impacts of the Project and corresponding mitigation measures, and designates the agency responsible for the implementation of each mitigation measure and for its monitoring, and the timing required for implementation of each mitigation measure.

5. The City Council hereby finds and recognizes that the Final EIR contains additions, clarifications, modifications and other information in its responses to comments on the Revised Draft EIR for the Project, and also incorporates information obtained by the City since the Revised Draft EIR was issued. This City Council hereby finds and determines that such changes and additional information are not significant new information as that term is defined under the provisions of CEQA, because such changes and additional information do not indicate that any new significant environmental impacts not already evaluated would result from the Project and do not reflect any substantial increase in the severity of any environmental impact. No feasible mitigation measures considerably different from those previously analyzed in the Revised Draft EIR have been proposed that would lessen significant environmental impacts of the Project; and no feasible alternatives considerably different from those analyzed in the Revised Draft EIR have been proposed that would lessen significant environmental impacts of the Project. Accordingly, the City Council hereby finds and determines that recirculation of the Revised Draft EIR or Final EIR for further public review and comment is not required under CEQA.

6. The City Council does hereby designate the City Clerk's office of the City of Gilroy, at 7351 Rosanna Street, Gilroy, California 95020, as the location of and as the custodian of documents and the record of proceedings on which the decision to approve the Project is based.

7. The City Council does hereby make the following findings with respect to the significant effects on the environment of the Project based on facts within the administrative record as a whole, and as identified in the Final EIR, with the stipulation that all information in these findings is intended as a summary of the entire record supporting the Final EIR. Any mitigation measures and/or alternatives that were suggested by commenters on the Draft EIR and not adopted as part of the Final EIR are hereby expressly rejected for the reasons stated in the responses to the comments set forth in the Final EIR and in the record.

SECTION I. FINDINGS CONCERNING SIGNIFICANT ENVIRONMENTAL EFFECTS

A. AESTHETICS

1. Potentially Significant Impact - Change in Visual Character and Effects on Scenic Resources Viewed from Santa Teresa Boulevard. Unless properly designed, the project could result in substantial adverse effects on the visual character of the project site and its surroundings as well as on the scenic resources afforded by the project site from Santa Teresa Boulevard, resulting in a potentially significant impact. However, as recognized in the General Plan EIR, implementation of General Plan policies and actions will reduce visual quality and aesthetics impacts of developments anticipated under the General Plan to a less than significant level. The project is situated in the city limits, is nearly surrounded by urban development, and includes setbacks, parks, and preserved natural areas, minimizing the aesthetic impacts.

Findings of Fact. The City Council finds that requiring preparation and implementation of a Santa Teresa Boulevard Landscaped Buffer Plan to be prepared prior to approval of the first tentative map and implemented in phases as development proceeds, in accordance with the specifications set forth in mitigation measure 1 of the Final EIR, are feasible, and fully enforceable through permit conditions, agreements, or other measures.

The City Council also finds that requiring preparation of visual simulations demonstrating before and after views of proposed development with each application for projects adjacent to Santa Teresa Boulevard, in accordance with the specifications set forth in mitigation measure 2 of the Final EIR, are feasible, and fully enforceable through permit conditions, agreements, or other measures.

Implementing both mitigation measures 1 and 2 would reduce this impact to a less than significant level.

B. AIR QUALITY

1. Significant Unavoidable Impact—Conflict with the Clean Air Plan/Violate Air Quality Standards. The Project is inconsistent with the Clean Air Plan ("CAP") because the

Project is consistent with the General Plan, which is inconsistent with the CAP. This would be considered a significant unavoidable environmental impact.

The Specific Plan includes provisions for pedestrian and bicycle trails and includes development of local commercial services that could be accessible by residents within the Specific Plan area. These elements of the Specific Plan would serve to reduce the number and length of vehicle trips taken by future residents, thereby marginally reducing vehicle related air emissions. The feasibility of extending transit service to one or more areas within the Specific Plan area has yet to be fully evaluated by the VTA. If service were feasible, this too would marginally reduce the generation of vehicular emissions from implementation of the Specific Plan. However, the impact would remain significant and unavoidable.

Findings of Fact. The provisions and policies contained in the Glen Loma Ranch Specific Plan will not avoid or substantially lessen the impact. There are no mitigation measures that would reduce this impact to a less than significant level. Therefore, this impact remains significant and unavoidable.

Statement of Overriding Considerations. See Statement of Overriding Consideration, Section III.

2. Cumulative Impact on Air Quality. Significant Unavoidable Impact—Conflict with the Clean Air Plan/Violate Air Quality Standards. The implementation of the Glen Loma Ranch Specific Plan would result in a significant cumulative impact on air quality. The provisions and policies contained the Glen Loma Ranch Specific Plan will not avoid or substantially lessen the impact. Therefore, this impact is considered to be cumulatively considerable and unavoidable.

Findings of Fact. The provisions and policies contained in the Glen Loma Ranch Specific Plan will not avoid or substantially lessen the impact. There are no mitigation measures that would reduce this impact to a less than significant level. Therefore, this impact remains significant and unavoidable.

Statement of Overriding Considerations. See Statement of Overriding Consideration, Section III.

3. Potentially Significant Impact — Project Construction— Expose Sensitive Receptors to Substantial Pollutant Concentrations. Large construction projects involving grading and other earth movement can generate significant quantities of PM₁₀. Projects involving large amounts of earth movement near sensitive receptors such as residences or schools can have a potentially significant health impact. Sensitive receptors could be affected by emissions from construction equipment, as well as the generation of significant quantities of PM₁₀ during site preparation activities. This is considered a potentially significant environmental impact. The Bay Area Air Quality Management District's approach to CEQA analysis of construction impacts is to emphasize implementation of effective and comprehensive control measures rather than detailed quantification of emissions.

Findings of Fact. The City Council finds that requiring preparation and implementation of the dust control measures during grading and construction activities in accordance with the

specifications set forth in mitigation measure 3 of the Final EIR, are feasible, and fully enforceable through permit conditions, agreements, or other measures. Implementing this mitigation measure would reduce this impact to a less than significant level.

C. BIOLOGICAL IMPACTS

1. Potentially Significant Impact – Burrowing Owl. As reported in the biological assessment and addendum, no evidence of burrowing owl was observed during field surveys. However, the Project could potentially affect burrowing owl directly or indirectly through habitat disturbance. Burrowing owl could occur in grassland habitats. Although the potential for burrowing owl to occur is low due to regular disking and surrounding development, both of which discourage burrowing owls from moving into an area, should active burrowing owl nests occur on or immediately adjacent to the project site, any construction and site preparation activities within or immediately adjacent to nest habitat, if conducted during the nesting season, could result in the direct loss of nests, including eggs and young, or the abandonment of an active nest by the adults. The loss of active burrowing owl nests would be a significant impact.

Findings of Fact. The City Council finds that requiring pre-construction surveys prior to grading and construction activities, and if necessary, preparation of a habitat management plan, in accordance with the specifications set forth in mitigation measure 4 of the Final EIR, are feasible measures, and fully enforceable through permit conditions, agreements, or other measures. Implementing this mitigation measure would reduce this impact to a less than significant level.

2. Potentially Significant Impact – Loggerhead Shrike and Nesting Raptors. No evidence of loggerhead shrike or nesting raptors was observed during field surveys. However, development of the project site could potentially affect protected bird species directly or indirectly through habitat disturbance. Nesting shrike and raptors could occur in areas of oak/riparian woodland or mixed/cultivated woodlands. The project will result in no impacts to mixed/cultivated woodlands (or minor impacts [less than one acre] to mixed/cultivated woodlands with development of the Northern Commercial Reserve area adjacent to McCutchin Creek), and minor impacts (0.2 acres) to oak/riparian woodland. Should active nest(s) of loggerhead shrike and protected raptors species occur in the trees, any construction and site preparation activities, if conducted during the nesting season, could result in the direct loss of nests, including eggs and young, or the abandonment of an active nest by the adults. The loss of individuals of these species or abandonment of their nests would be a significant impact.

Findings of Fact. The City Council finds that requiring pre-construction surveys prior to grading and construction activities, and subsequent measures if active nests are found, in accordance with the specifications set forth in mitigation measure 5 of the Final EIR, are feasible, and fully enforceable through permit conditions, agreements, or other measures. Implementing this mitigation measure would reduce this impact to a less than significant level.

3. Potentially Significant Impact – Bat Roosts and Sensitive Bat Species. No evidence of bat roosts was observed during field surveys. However, the project could potentially affect sensitive bat species directly or indirectly through habitat disturbance. Bat roosts could occur in areas of oak/riparian woodland or mixed/cultivated woodlands. The project will result in no impacts to mixed/cultivated woodlands (or minor impacts [less than one acre] to mixed/cultivated

woodlands with development of the Northern Commercial Reserve area adjacent to McCutchin Creek), and minor impacts (0.2 acres) to oak/riparian woodland. Should any bat roosts occur in the trees, any construction and site preparation activities could result in the direct loss or indirect disturbance of roosts. The loss of individuals of these species or their roosts would be a significant impact.

Findings of Fact. The City Council finds that requiring pre-construction surveys prior to grading and construction activities, and the subsequent measures if active bat roosts are found, in accordance with the specifications set forth in mitigation measure 6 of the Final EIR, are feasible, and fully enforceable through permit conditions, agreements, or other measures. Implementing this mitigation measure would reduce this impact to a less than significant level.

4. Potentially Significant Impact – Sensitive Habitat. Riparian habitat is regarded as an important vegetation community because of the number of ecological functions it performs (e.g., nutrient removal, sediment stabilization, groundwater recharge) and its value as wildlife habitat and as a movement corridor for a number of common and special-status species. Loss of this resource is attributed to conversion of habitat to agricultural and urban land uses. In response to the reduction of riparian habitat, California Department of Fish and Game (CDFG) considers riparian woodland habitat to be a “high priority” habitat, which include habitats that are rare in California and worthy of consideration by the CDFG Natural Diversity Database.

Oak woodlands are considered important natural communities because they provide a variety of ecological, aesthetic, and economic values. The extent of oak woodlands in California has declined as a result of agricultural conversion, urban development, fuel wood harvesting, and grazing. In response to this loss, CDFG, California Department of Forestry and Fire Protection, California Native Plant Society, and The Nature Conservancy have identified the conservation and management of oak woodlands as major issues.

In addition, the oak/riparian woodland habitat and the water sources with which they are associated may be subject to U.S. Army Corps of Engineers (Corps) jurisdiction under Section 404 of the Clean Water Act, Regional Water Quality Control Board jurisdiction under Section 401 of the Clean Water Act, and California Department of Fish and Game jurisdiction under Section 1600 *et. seq.* of the Fish and Game Code.

To ensure preservation of oak/riparian woodland habitat, Specific Plan policy POSG-3 specifies that development should not occur closer than 100 feet to a defined creek bank or tree canopy of a defined riparian area or 50 feet to other preserved open space areas (coastal scrub areas, mixed cultivated woodland, and rocky serpentine grassland areas). The policy also states that in certain neighborhoods within the Specific Plan area, other setback standards may be approved due to site constraints or to accomplish specific project goals, but shall in no event be less than 30 feet. The Specific Plan indicates that the Home Ranch neighborhood will include a reduced 30-foot setback to oak woodland scrub area; however, no other neighborhoods in the Specific Plan area call for reduced setbacks. No construction is anticipated within the woodland buffer areas.

To minimize impacts to oak/riparian woodland habitat along McCutchin Creek, the right-of-way for Merlot Drive has been designed to split at the oak tree cluster south of Club Drive and

continue through the break in oak/riparian woodland habitat on either side. The impacts resulting from road construction are anticipated to be less than 0.20 acre.

To minimize impacts to oak/riparian woodland habitat along Reservoir Canyon Creek, the right-of-way for Merlot Drive has been aligned to cross the creek at a natural break in oak/riparian woodland vegetation. The project includes a bridge that will span the creek. Construction of the bridge and associated abutments and support structures will not require removal of any significant vegetation.

Findings of Fact. The City Council finds that the following measures are feasible, and fully enforceable through permit conditions, agreements, or other measures:

- Design development to include adequate buffer areas to protect sensitive habitats, in accordance with the specifications set forth in mitigation measure 7 of the Final EIR.
- Design development to avoid unnecessary filling or other disturbance of natural drainage courses and associated oak/riparian woodland vegetation, in accordance with the specifications set forth in mitigation measure 8 of the Final EIR.
- Preparation of a habitat restoration plan in the event development results in the loss of oak and/or riparian woodland habitat, in accordance with the specifications set forth in mitigation measure 9 of the Final EIR.
- Monitoring the construction of the Reservoir Canyon Creek Bridge to ensure that there are no impacts to wetlands and associated oak/riparian woodland habitat, in accordance with the specifications set forth in mitigation measure 10 of the Final EIR.
- Development of a suitable ownership structure to take long-term responsibility for maintaining and funding the ongoing management of any open space, woodland, vegetation riparian, or other habitat conservation easements on site, in accordance with the specifications set forth in mitigation measure 11 of the Final EIR.
- Management of the preserved serpentine rocky grassland on site to reduce indirect impacts resulting from public use, in accordance with the specifications set forth in mitigation measure 12 of the Final EIR.
- Installation of siltation fencing, hay bales, or other suitable erosion control measures along portions of natural and manmade drainage channels in accordance with the specifications set forth in mitigation measures 13 of the Final EIR.
- Preparation and implementation of a landscape plan for areas adjacent to riparian habitat, in accordance with the specifications set forth in mitigation measure 14 of the Final EIR.

Implementing these mitigation measures would reduce this impact to a less than significant level.

5. Potentially Significant Impact – U. S. Army Corps of Engineers Jurisdictional Waters.

The project was designed to avoid major impacts to the natural creeks and seasonal wetlands on the site. As part of the improvements associated with the Olive Grove, McCutchin Creek, and

Palomino neighborhoods, the Specific Plan includes realignment of an existing man-made, linear, predominantly unvegetated drainage channel that originates from McCutchin Canyon. The existing drainage will be redirected along Santa Teresa Boulevard and will be revegetated. A preliminary estimate of total impacts to waters of the U.S. and wetlands is less than 0.07 acre. The loss of any waters of the U.S. or wetlands at a level that would require mitigation under applicable Army Corps of Engineers regulations would be considered a significant environmental impact in the event that such mitigation were not to be adopted and implemented. The drainage channel restoration identified in the Specific Plan will assist with mitigating this impact.

Findings of Fact. The City Council finds that the drainage channel restoration identified in the Specific Plan, as well as requiring preparation of a wetland delineation for those portions of the project that may result in the removal or alteration of wetlands, in accordance with the specifications set forth in mitigation measure 15 of the Final EIR, is feasible, and fully enforceable through permit conditions, agreements, or other measures. Implementing this mitigation measure would reduce this impact to a less than significant level.

6. Potentially Significant Impact – Wildlife Movement. The project site is composed primarily of low-quality plant communities, such as the cultivated fields and grasslands. Most of the good quality habitat, such as oak/riparian woodland, mixed/cultivated woodland, coastal scrub, and rocky serpentine grassland, will be preserved. The main wildlife movement corridors most likely correspond to the woodland areas adjacent to creeks and drainages on site. Open space standards and guidelines identified in the Specific Plan call for these woodland areas to be preserved as open space and to be protected by buffer zones between the edge of riparian corridor and drainages to the edge of the project site. However, increased nighttime lighting and/or unleashed pets wandering into these open space areas could restrict the movement or activity of wildlife species occurring in these habitats.

Findings of Fact. The City Council finds that the following measures are feasible, and fully enforceable through permit conditions, agreements, or other measures:

- Open space standards and guidelines in the Specific Plan.
- Preparation and implementation of a schematic lighting plan for each development proposal, in accordance with the specifications set forth in mitigation measure 16 of the Final EIR.
- Preparation and implementation of a signage plan to address off-trail human disturbance, in accordance with the specifications set forth in mitigation measure 17 of the Final EIR.

Implementing this mitigation measure would reduce this impact to a less than significant level.

7. Potentially Significant Impact – Tree Removals. General plan policy 20.04 provides direction that limits development in areas supporting rare and endangered species and requires mitigation for development that must occur in these areas. Implementation of the preserved open space standards and guidelines identified in the Specific Plan, as well as mitigation measures provided herein, will ensure consistency with this policy.

The City of Gilroy Consolidated Landscaping Policy, section 6.0, states that the following trees shall be designated significant:

- Existing native trees (naturally occurring species in Gilroy) six (6) inches or more in diameter, at a point four and one half (4 1/2) feet above the ground; or
- Important to the historical or visual aspect of Gilroy (the hillside tree stands).

Removal of any trees considered to be significant under the City of Gilroy Consolidated Landscaping Policy would be considered a significant adverse impact.

Findings of Fact. The City Council finds that the following measures are feasible, and fully enforceable through permit conditions, agreements, or other measures:

- Conducting a field survey by a certified arborist to determine the number and location of trees proposed to be removed in accordance with the specifications set forth in mitigation measure 18 of the Final EIR.
- Fencing trees or groups of trees to prevent injury during construction, in accordance with the specifications set forth in mitigation measure 19 of the Final EIR.

Implementing these mitigation measures would reduce this impact to a less than significant level.

D. GEOLOGY AND SOILS

1. Potentially Significant Impact – Seismic Activity Relative to Soil Stability. Development at the project site is subject to potentially significant hazards due to the varied geologic and soils conditions throughout the project site. Geologic and soil hazards have the potential to result in substantial property damage and possible injury or loss of life. The following summarizes these geologic and soils conditions:

- The shrink/swell potential at the project site varies from low to high.
- Approximately 60 percent of the project site in the southern region has a very low liquefaction hazard potential. The remaining 40 percent of the project site in the northern region has a moderate liquefaction hazard potential.
- Approximately 30 percent of the project site is made up of soils with a moderate to high erosion hazard rating.

Findings of Fact. The City Council finds that the requirement for preparation, submission, and implementation of recommendations in a soils investigation for development within the project area, in accordance with the specifications set forth in mitigation measure 20 of the Final EIR, is feasible, and fully enforceable through permit conditions, agreements, or other measures. Implementing this mitigation measure would reduce this impact to a less than significant level.

2. Potentially Significant Impact –Seismic Effects on Structural Integrity. Potential seismic impacts to the project include failure or displacement of a structure located on a fault or from violent ground shaking. The project site may be affected by strong seismic shaking of the regional San Andreas, Hayward, and Calaveras faults.

Findings of Fact. The City Council finds that requiring structures to be designed in accordance with the Uniform Building Code to minimize the potential for significant damage to life and property, in accordance with the specifications set forth in mitigation measure 21 of the Final EIR, is feasible, and fully enforceable through permit conditions, agreements, or other measures. Implementing this mitigation measure would reduce this impact to a less than significant level.

3. Potentially Significant Impact – Earthquake Faults. The majority of the project site is comprised of moderate and moderately high earthquake hazards. A portion of the project site is located within a fault rupture hazard zone. The project includes residential uses in the area of the site where the fault rupture hazard zone is indicated. Any fault activity on the project site could lead to severe damage to life and property. This would be a potentially significant impact.

Findings of Fact. The City Council finds that the requirement for preparation, submission, and implementation of recommendations in a fault investigation for development within the project area, in accordance with the specifications set forth in mitigation measure 22 of the Final EIR, is feasible, and fully enforceable through permit conditions, agreements, or other measures. Implementing this mitigation measure would reduce this impact to a less than significant level.

4. Potentially Significant Impact – Soil Erosion. Although the soils on the project site have a low to moderate erosion, erosion may occur if the soils are unprotected during the rainy season. Soil erosion may lead to sedimentation of Uvas Creek or other riparian corridors located on-site which could reduce flood level capacities, diminish water quality and choke organisms. This is considered a potentially significant impact.

Findings of Fact. The City Council finds that the following measures are feasible, and fully enforceable through permit conditions, agreements, or other measures:

- Project developers shall comply with the State Water Resources Control Board's general permit for construction activities, including the filing of a Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) with the Regional Water Quality Control Board, which would address soil erosion impacts during construction.
- Project developers shall comply with City requirements for preparation and implementation of an erosion and deposition control plan for all new development detailing appropriate methods of erosion and deposition control during site development and subsequent use (General Plan Action 25.F).
- Project developers shall incorporate measures to protect stream habitats and drainages on the site, in accordance with the specifications set forth in mitigation measures 7 through 14 (pertaining to biological resources) and mitigation measures 23 through 26 (pertaining to surface water drainage) of the Final EIR.

Implementing these measures would reduce this impact to a less than significant level.

E. HYDROLOGY AND WATER QUALITY

1. Potentially Significant Impact – Flooding On- or Off-site. The project is not within a 100-year flood zone as mapped by the FIRM issued by FEMA and therefore, would not place housing in a one percent flood zone. However, the project would increase the impervious surfaces at the project site and thus increase the site runoff, creating a need for additional floodwater retention on site. According to the Hydrologic Analysis (Schaaf & Wheeler 2003 and 2005 update), the impact of the increased peak discharge and runoff volume for all events can be mitigated through the construction of on-site detention.

Findings of Fact. The City Council finds that requiring the Specific Plan include a detention pond or ponds to collect storm water in the case of peak storm events, in accordance with the specifications set forth in mitigation measure 23 of the Final EIR, is feasible, and fully enforceable through permit conditions, agreements, or other measures. Implementing this mitigation measure would reduce this impact to a less than significant level.

2. Potentially Significant Impact–Surface Water Quality During Construction. Grading will expose the soil to rain or wind erosion and subsequent transportation of the soils to on site drainages that may wash into Uvas Creek, the Pajaro River, and eventually Monterey Bay. Materials used and wastes generated during construction can also affect water quality. Wastes generated commonly include wash water from concrete mixers, paints and painting equipment cleaning activities, oil, grease and fuel constituents from vehicle use, storage and maintenance, solid wastes from vegetation removal during land clearing, and wood and paper materials from packaging of building products.

Development of the project site would generate non-point source pollutants from newly established urban activity at the project site. Introduction of pollutants into a watercourse is considered a significant environmental impact.

Findings of Fact. The City Council finds that requiring future developers to comply with the requirements of the Regional Water Quality Control Board and the Santa Clara Valley Water District, in accordance with the specifications set forth in mitigation measures 24 and 25 of the Final EIR, is feasible, and fully enforceable through permit conditions, agreements, or other measures. Implementing this mitigation measure would reduce this impact to a less than significant level.

3. Potentially Significant Impact–Surface Water Quality During Operation. The project would introduce new urban pollutants to the project site and this may result in polluted storm water entering McCutchin Canyon, Reservoir Canyon, the on-site wetland, the existing drainages, Uvas Creek, the Pajaro River, and eventually Monterey Bay. This would be a potentially significant adverse environmental impact.

Findings of Fact. The City Council finds that requiring future applicants in the project area to prepare and implement a post-construction storm water management plan, in accordance with the specifications set forth in mitigation measure 26 of the Final EIR, is feasible, and fully enforceable through permit conditions, agreements, or other measures. Implementing this mitigation measure would reduce this impact to a less than significant level.

F. NOISE

1. Significant Impact—Increase in Traffic Noise Levels Along Santa Teresa Boulevard and Project Arterials. Buildout of the project would increase the existing traffic volumes by about 17 percent at Miller Avenue (Tenth Street) and by about 74 percent at Club Drive. Buildout of the General Plan would increase the existing traffic volumes by about 277 percent at Miller Avenue (Tenth Street) and by about 355 percent at Club Drive. In addition, internal project traffic along project arterials could also result in significant noise levels. This increase in traffic at General Plan buildout would result in significant noise impacts to development at the project site.

Findings of Fact. The City Council finds that requiring future developers in the project area adjacent to Santa Teresa Boulevard to prepare and implement recommendations in a noise impact assessment to assure that these developments are in compliance with the City's noise standards, in accordance with the specifications set forth in mitigation measure 27 of the Final EIR, is feasible, and fully enforceable through permit conditions, agreements, or other measures. Implementing this mitigation measure would reduce this impact to a less than significant level.

2. Cumulative Impact on Noise at General Plan Buildout. The General Plan EIR found that future development within the City, consistent with the General Plan, will increase noise levels above the maximum permissible noise levels at existing, previously developed uses and result in a significant and unavoidable impact. The project, consistent with the General Plan, will contribute to these impacts. This is a significant impact and there are no feasible mitigation measures to reduce this impact to a less than significant level.

Statement of Overriding Considerations. See Section III.

3. Potentially Significant Impact—Short-Term Construction Noise. Short-term noise could occur from construction activities at the project site. The temporary elevation of noise may pose a significant impact to sensitive receptors off-site. Construction equipment typically generates noise levels in the range of 70 to 90 dB at a distance of 50 feet. There are schools and residences in the vicinity that could be affected by the short-term noise increase. In addition, residences located near roads could be affected by increased noise levels from trucks hauling materials and equipment to the project site.

Findings of Fact. The City Council finds that requiring future construction activities to comply with standard City requirements for construction scheduling and equipment, in accordance with the specifications set forth in mitigation measure 28 of the Final EIR, is feasible, and fully enforceable through permit conditions, agreements, or other measures. Implementing this mitigation measure would reduce this impact to a less than significant level.

G. TRANSPORTATION

1. Potentially Potentially Significant Impact—Unsafe Conditions at Highway 101/Castro Valley Road. Although this existing T-intersection currently operates at acceptable LOS B in the AM peak hour and marginally acceptable LOS D in the PM peak hour, the existing configuration and design speeds result in unsafe conditions for vehicles merging from Castro

Valley Road onto Highway 101. The project would add traffic to this existing hazardous situation.

Findings of Fact. The City Council finds that the improvements to Castro Valley Road at the Highway 25 off-ramp, in accordance with the specifications set forth in mitigation measure 29 of the Final EIR, are not within the responsibility and jurisdiction of the City of Gilroy to mitigate, but are within the responsibility and jurisdiction of the County of Santa Clara to mitigate. Implementing this mitigation measure would reduce this impact to a less than significant level.

2. Potentially Significant Impact—Monterey Road/Masten Avenue Intersection Level of Service. Under Background Conditions, this intersection would operate at unacceptable LOS D+ during the AM peak hour and unacceptable LOS D during the PM peak hour. The project would add traffic to this existing unacceptable level of service.

Findings of Fact. The City Council finds that improvements to the Fitzgerald and Masten approaches to the Monterey Road/Masten Avenue intersection, in accordance with the specifications set forth in mitigation measure 30 of the Final EIR, are feasible, and fully enforceable through the collection of impacts fees for these improvements. Implementing this mitigation measure would reduce this impact to a less than significant level.

3. Potentially Significant Impact—Santa Teresa Boulevard/Miller Avenue Intersection Level of Service. Although the overall LOS at this intersection would be LOS A during both the AM and PM peak hours under Background Conditions, the worst approach would operate at LOS E during the AM peak hour and LOS C during the PM peak hour. Causing an intersection to operate at an unacceptable level of service is considered a significant adverse environmental impact.

Findings of Fact. The City Council finds that improvements to the Santa Teresa Boulevard/Miller Avenue intersection, in accordance with the specifications set forth in mitigation measure 31 of the Final EIR, are feasible, and fully enforceable through the collection of impacts fees for these improvements. Implementing this mitigation measure would reduce this impact to a less than significant level.

4. Potentially Significant Impact—Monterey Road/Tenth Street Intersection Safety Impact. Although this intersection would operate at acceptable levels of service under Background Plus Project Phase I Conditions, there would be a safety impact associated with left-turn movements. Causing an intersection to operate in a hazardous manner is considered a significant adverse environmental impact.

Findings of Fact. The City Council finds that improvements to the Monterey Road/Tenth Street intersection, in accordance with the specifications set forth in mitigation measure 32 of the Final EIR, are feasible, and fully enforceable through permit conditions, agreements, or other measures. Implementing this mitigation measure would reduce this impact to a less than significant level.

5. Potentially Significant Impact—Thomas Road/Luchessa Avenue Intersection Level of Service. Under Background plus Project Phase I Conditions, this intersection would operate at

unacceptable LOS E during the AM and PM peak hours. Causing an intersection to operate at an unacceptable level is considered a significant adverse environmental impact.

Findings of Fact. The City Council finds that improvements to the Thomas Road/Luchessa Avenue intersection, in accordance with the specifications set forth in mitigation measure 33 of the Final EIR, are feasible, and fully enforceable through permit conditions, agreements, or other measures. Implementing this mitigation measure would reduce this impact to a less than significant level.

6. Potentially Significant Impact—Santa Teresa Boulevard/Fitzgerald Avenue Intersection Level of Service. Under Background plus Project Phase I and II Conditions, this intersection would operate at unacceptable LOS E during the PM peak hour. Causing an intersection to operate at an unacceptable level is considered a significant adverse environmental impact.

Findings of Fact. The City Council finds that improvements to the Santa Teresa Boulevard/Fitzgerald Avenue intersection, in accordance with the specifications set forth in mitigation measure 34 of the Final EIR, are feasible, and fully enforceable through permit conditions, agreements, or other measures. Implementing this mitigation measure would reduce this impact to a less than significant level.

7. Potentially Significant Impact—Uvas Park Drive/Miller Avenue Intersection Level of Service. Under Background plus Project Phase I and II Conditions, this intersection would operate at unacceptable LOS D during the AM peak hour and unacceptable LOS E during the PM peak hour. Causing an intersection to operate at an unacceptable level is considered a significant adverse environmental impact. In addition, Miller Avenue southwest of this intersection through Christmas Hill Park is designated as a local street in the General Plan. Due to projected traffic volume increases, there are safety issues that must be addressed through the park area.

Findings of Fact. The City Council finds that improvements to the Uvas Park Drive/Miller Avenue intersection, and preparation and implementation of a traffic management plan at this location, in accordance with the specifications set forth in mitigation measures 35 and 36 of the Final EIR, are feasible, and fully enforceable through permit conditions, agreements, or other measures. Implementing these mitigation measures would reduce this impact to a less than significant level.

8. Potentially Significant Impact—Santa Teresa Boulevard/First Street Intersection Level of Service. Under the Cumulative Projects plus Phase III Scenario, this intersection would operate at unacceptable LOS D during the PM peak hour. Causing an intersection to operate at an unacceptable level is considered a significant adverse environmental impact.

Findings of Fact. The City Council finds that improvements to the Santa Teresa Boulevard/First Street intersection, in accordance with the specifications set forth in mitigation measure 37 of the Final EIR, are feasible, and fully enforceable through permit conditions, agreements, or other measures. Implementing this mitigation measure would reduce this impact to a less than significant level.

9. Potentially Significant Impact—Santa Teresa Boulevard/Ballybunion Drive Intersection Safety Impact. Although this intersection would continue to operate at acceptable levels of service under the Cumulative Projects plus Phase III Scenario, there is a significant safety impact associated with left turning movements under cumulative conditions. Causing an intersection to operate in a hazardous manner is considered a significant adverse environmental impact.

Findings of Fact. The City Council finds that improvements to the Santa Teresa Boulevard/Ballybunion Drive intersection, in accordance with the specifications set forth in mitigation measure 38 of the Final EIR, are feasible, and fully enforceable through permit conditions, agreements, or other measures. Implementing this mitigation measure would reduce this impact to a less than significant level.

10. Potentially Significant Impact—Uvas Park Drive/Miller Avenue Level of Service. This intersection would operate at unacceptable LOS E during both the AM and PM peak hours under the Cumulative Projects plus Phase III Scenario. Causing an intersection to operate at an unacceptable level is considered a significant adverse environmental impact.

Findings of Fact. The City Council finds that improvements to the Uvas Park Drive/Miller Avenue intersection, in accordance with the specifications set forth in mitigation measure 39 of the Final EIR, are feasible, and fully enforceable through permit conditions, agreements, or other measures. Implementing this mitigation measure would reduce this impact to a less than significant level.

11. Potentially Significant Impact—Princevalle Street/Tenth Street Intersection Safety Impact. Although this intersection would continue to operate at acceptable levels of service, there is a significant safety impact associated with left turn movements under Cumulative Projects plus Phase III Scenario. Causing an intersection to operate in a hazardous manner is considered a significant adverse environmental impact.

Findings of Fact. The City Council finds that improvements to the Princevalle Street/Tenth Street intersection, in accordance with the specifications set forth in mitigation measure 40 of the Final EIR, are feasible, and fully enforceable through permit conditions, agreements, or other measures. Implementing this mitigation measure would reduce this impact to a less than significant level.

12. Potentially Significant Impact—Thomas Avenue/Luchessa Avenue Intersection Level of Service. With implementation of the mitigation measure required under the Project Phase I scenario, under the Cumulative Projects plus Phase III Scenario this intersection would operate at unacceptable LOS E during the PM peak hour with implementation of the roundabout and LOS C during both the AM and PM peak hours with signalization and addition of a northbound right turn lane. Causing an intersection to operate at an unacceptable level is considered a significant adverse environmental impact.

Findings of Fact. The City Council finds that improvements to the Thomas Avenue/Luchessa Avenue intersection, in accordance with the specifications set forth in mitigation measure 41 of the Final EIR, are feasible, and fully enforceable through permit conditions, agreements, or other

measures. Implementing this mitigation measure would reduce this impact to a less than significant level.

13. Potentially Significant Impact—Princevalle Street/Luchessa Avenue Intersection Level of Service. This intersection would operate at unacceptable LOS E during the PM peak hour under the Cumulative Projects plus Phase III Scenario. The worst approach (southbound) would operate at LOS F during both the AM and PM peak hours. Causing an intersection to operate at an unacceptable level is considered a significant adverse environmental impact.

Findings of Fact. The City Council finds that improvements to the Princevalle Street/Luchessa Avenue intersection, in accordance with the specifications set forth in mitigation measure 42 of the Final EIR, are feasible, and fully enforceable through permit conditions, agreements, or other measures. Implementing this mitigation measure would reduce this impact to a less than significant level.

14. Potentially Significant Impact—Monterey Road/Luchessa Avenue Intersection Safety Impact. Although this intersection would continue to operate at acceptable levels of service, there is a significant safety impact associated with left turn movements under the Cumulative Projects plus Phase III Scenario. Causing an intersection to operate in a hazardous manner is considered a significant adverse environmental impact.

Findings of Fact. The City Council finds that improvements to the Monterey Road/Luchessa Avenue intersection, in accordance with the specifications set forth in mitigation measure 43 of the Final EIR, are feasible, and fully enforceable through permit conditions, agreements, or other measures. Implementing this mitigation measure would reduce this impact to a less than significant level.

15. Potentially Significant Impact—Santa Teresa Boulevard/First Street Intersection Level of Service. This intersection would operate at unacceptable LOS D during the PM peak hour under the Cumulative Projects plus Phase III Scenario. Causing an intersection to operate at an unacceptable level is considered a significant adverse environmental impact.

Findings of Fact. The City Council finds that improvements to the Santa Teresa Boulevard/First Street intersection, in accordance with the specifications set forth in mitigation measure 44 of the Final EIR, are feasible, and fully enforceable through permit conditions, agreements, or other measures. Implementing this mitigation measure would reduce this impact to a less than significant level.

H. CULTURAL RESOURCES

1. Potentially Significant Impact—Cultural Resources. The project site is located in an archaeologically-sensitive area. Accidental discovery of significant archaeological resources or human remains would be considered a significant, adverse environmental impact.

Findings of Fact. The City Council finds that requirements for protecting accidentally discovered archaeological resources or human remains, in accordance with the specifications set forth in mitigation measures 45 and 46 of the Final EIR, are feasible, and fully enforceable

through permit conditions, agreements, or other measures. Implementing these mitigation measures would reduce this impact to a less than significant level.

I. HAZARDS AND HAZARDOUS MATERIALS

1. Potentially Significant Impact—Pesticides and Hazardous Materials in the Soils. It is unknown whether pesticides or other potentially harmful chemicals have been applied during past agricultural production. If historical uses included the application of pesticides or other potentially harmful chemicals, future development of the site has the potential to result in health risks to construction workers and people in the vicinity during excavation of the soil. This is a potentially significant impact.

Findings of Fact. The City Council finds that requirements for identifying areas used for non-dryland crop production and preparation of environmental site assessments, as well as implementation of recommendation of those assessments, in accordance with the specifications set forth in mitigation measures 47 and 48 of the Final EIR, are feasible, and fully enforceable through permit conditions, agreements, or other measures. Implementing these mitigation measures would reduce this impact to a less than significant level.

J. FIRE PROTECTION SERVICES

1. Potentially Significant Impact—Fire Hazards. The City Fire Marshal has determined that the project design has the potential to result in potentially significant fire hazards, mostly associated with the smaller lot sizes and the amount of open space and natural buffers provided for in the Specific Plan.

Findings of Fact. The City Council finds that the following measures to reduce the risks of significant fire hazards, are feasible, and fully enforceable through permit conditions, agreements, or other measures:

- Project proponent shall prepare a program for monitoring the need for development of the new fire station, in accordance with the specifications set forth in mitigation measure 49.
- Residential fire sprinklers shall be installed in all residences over 3,000 square feet, in accordance with the specifications set forth in mitigation measure 50.
- Project proponent shall have an urban wildland interface planner or other professional acceptable to the City Fire Marshal to address vegetation in the preserved open space and evaluate fuel modeling and fire behavior for existing vegetation, in accordance with the specifications set forth in mitigation measure 51.
- The homeowner's association shall take full responsibility for management and maintenance of the preserved open space areas, in accordance with the specifications set forth in mitigation measure 52.

Implementing these mitigation measures would reduce this impact to a less than significant level.

SECTION II. FINDINGS CONCERNING PROJECT ALTERNATIVES

Pursuant to CEQA Guidelines section 15126.6(d), the Final EIR identifies and evaluates the comparative merits of alternatives to the project, which could eliminate any significant adverse environmental impacts of the project or reduce them to a level of insignificance. These alternatives are evaluated in the Final EIR even if they would impede to some degree the attainment of project objectives or would be more costly.

The project objectives are to develop a well-designed residential neighborhood consisting of a range of product types, including single family residential, multi-family residential, commercial, and associated public facilities such as schools, parks, and a potential fire station. The project is to contribute to the City's available housing stock to address the City's share of regional housing needs, including the development of workforce (i.e. affordable) and senior housing. Furthermore, the project objectives are to provide a planning tool that would be consistent with and provide implementation measures sufficient to execute the policies of the Neighborhood District as set forth in the Gilroy General Plan. The City of Gilroy policies for the Neighborhood District land use designation provide for more pedestrian friendly and less car dependent neighborhoods. It is the intention of the proposed project to create resident friendly neighborhoods, and build upon the City's more recent efforts to create pedestrian and bicycle accommodating roadways and paths, passive and active recreation, open spaces, and residences in proximity to jobs and commercial centers.

A. NO PROJECT ALTERNATIVE

Description. The no project alternative assumes that the Specific Plan area is not developed, but remains in its existing state.

Comparison to the Proposed Project. This alternative would eliminate the project-specific, on-site impacts including aesthetics, agricultural resources, air quality, biological resources, geology and soils, hydrology and flooding, noise, transportation and traffic, cultural resources, mineral resources, public services, and utilities and service systems. However, because the project site is located within the existing city limits and is needed to meet the growing residential needs of the community, the no project alternative would likely result in new and unplanned growth beyond the existing city limits and urban service area, likely resulting in a greater degree of adverse, significant environmental impacts including, but not limited to, public services and loss of open space/farmland.

Finding. The no project alternative would not meet the objectives of the Project and would not provide the variety of residential development needed by the City to meet its regional fair share housing requirements or provide tax revenues to the City from the commercial/retail portions of the project. This alternative is not consistent with the direction of the City's General Plan. For these reasons, this alternative is rejected.

B. REVISED MIXED-USE PROJECT

Description. This alternative could be any combination of a mixed-use project consistent with the General Plan.

Comparison to the Proposed Project. A revised mixed-use project would likely meet the objectives of the Project. However, the Project is consistent with the development densities and land use designations (Neighborhood District and Open Space) of the General Plan. The proposed uses within the Neighborhood District include various densities of residential, as well as commercial, public facilities, and parks. Therefore, because the Project proposes an appropriate mix of uses consistent with the General Plan, a revised mixed-use project was not evaluated in depth because it would not provide worthy data to foster informed decision making and public participation.

Finding. The average residential density of the project is about 8.8 units per acre (1,693 units/192 acres), which is at the low end of the medium density range. Any reduction in the development densities of the Project (in an effort to reduce on-site environmental impacts) could result in off-site growth impacts, as anticipated growth within the City would need to occur elsewhere, most likely outside the City limits or the City's Urban Service Area. A revised mixed-use project would not result in a reduction of environmental impacts. For these reasons, this alternative is rejected.

C. ALTERNATIVE LAND USES

Description. This alternative would include an alternative land use such as industrial, commercial, or open space, or some combination thereof.

Comparison to the Proposed Project. This alternative would not meet the basic objectives of the Project and would not be consistent with the General Plan. It would not provide the variety and number of housing required for the City to meet its regional fair share housing requirements. Industrial and/or commercial uses would provide additional taxes. Because the Project proposes an appropriate mix of uses consistent with the General Plan, an industrial/commercial/open space project was not evaluated in depth because it would not provide worthy data to foster informed decision making and public participation.

Finding. The Project is consistent with the General Plan. An industrial/commercial/open space project would not be consistent with the General Plan and would not meet the basic project objectives. This type of alternative would not result in a reduction of environmental impacts. For these reasons, this alternative is rejected.

D. ALTERNATIVE LOCATION 1

Description. This alternative project site has a General Plan land use designation of Neighborhood District and is located in the northern portion of the City's planning area. It is located outside of the City limits and Urban Service Area, north of Longmeadow Drive, south of Fitzgerald Avenue, east of Santa Teresa Boulevard, and west of Monterey Road. The size of the project could be accommodated within this area.

Comparison to the Proposed Project. Llagas Creek and other drainages are located within this alternative location. This area is not served by municipal water and sewer, or other services, and

because it is outside of the Urban Service Area, the City has made no provisions for serving development in this area in the near future. This area includes mostly Prime Farmland, and Farmland of Statewide Importance as designated by the Department of Conservation and has a "High" and "Moderate" agricultural suitability. Many of the parcels are currently under Williamson Act agricultural conservation contracts. Liquefaction hazards associated with seismic activity and soil conditions would be greater at the Project site than at this alternative location. Seismic hazards at the alternative site would be considered "Moderate", and "High" and "Very High" in some areas. However, at either site, potential seismic and soils impacts can be mitigated to a less than significant level with construction and design consistent with the UBC. The potential for impacts to life and property due to flooding is greater at the alternative site where much of the area, especially east of Llagas Creek, is subject to 100-year flood levels. Biological impacts may be less at the alternative site than at the Project site. Overall, although this alternative location is planned to be developed in the long-term, it should not be developed prior to development of the Project site.

Finding. This alternative location would likely meet most, if not all of the Project objectives. However, alternative location 1 is outside of the City limits and the Urban Service Area, although it is within the City's long term planning area. The Project site is located both within the City limits and the Urban Service Area. Many of the environmental impacts, especially those associated with utilities, the provision of urban services, loss of important farmland, and flooding would be greater at this alternative location. For these reasons, this alternative is rejected.

E. ALTERNATIVE LOCATION 2

Description. This alternative project site has a General Plan land use designation of Neighborhood District and is located in the southern portion of the City's planning area, generally east of Thomas Road, south of Luchessa Avenue, west of Uvas Creek, and northeast of Santa Teresa Boulevard. This area is less than half the size of the Project site and could not accommodate the growth proposed in the Glen Loma Ranch Specific Plan, thereby not meeting the objectives of the Project.

Comparison to the Proposed Project. Although the General Plan designates this area for future Neighborhood District development, this entire area is outside of the existing Urban Service Area and the City limits. The entire site is comprised of Prime Farmland. The site does have access to VTA public transit, as there is a route that traverses along Thomas Road. The site is adjacent to an existing bike trail and includes future bikeways. Liquefaction hazards associated with seismic activity and soil conditions would be similar at the Project site. Seismic hazards at the alternative site would be considered "Moderate" and "Moderately High". However, at either site, potential impacts can be mitigated to a less than significant level with construction and design consistent with the UBC. Based on the proximity of the alternative site to the Project site, biological impacts may be similar although would not impact as large of an area since the site is considerably smaller. Overall, although this alternative location is planned to be developed in the long-term, it should not be developed prior to development of the Project site.

Finding. This alternative location would not meet the Project objectives, as it is about one-half the size of the Project. This alternative is outside of the city limits and the Urban Service Area, although it is within the City's long term planning area. The Project site is located both within

the City limits and the Urban Service Area. Many of the environmental impacts, especially those associated with utilities, the provision of urban services, and the loss of important farmland, would be greater at this alternative location. For these reasons, this alternative is rejected.

SECTION III. STATEMENT OF OVERRIDING CONSIDERATIONS

The City Council of the City of Gilroy hereby adopts and makes the following Statement of Overriding Considerations regarding the significant, unavoidable impacts of the Project and the anticipated benefits of the Project.

A. Significant Unavoidable Impacts

With respect to the foregoing findings and in recognition of those facts that are included in the record, the City has determined that the Project will result in significant unmitigated project impacts to **Air Quality** and cumulative impacts to **Air Quality** and **Noise**, as disclosed in the Final EIR. These impacts, though partially mitigated, would not be reduced to a less than significant level by feasible changes to the Project, and there are no feasible mitigation measures to reduce these impact to less than significant levels.

B. Overriding Considerations

The City Council finds that this project has eliminated or substantially lessened all significant impacts on the environment where feasible. The City Council finds that each of the benefits set forth in this Statement of Overriding Considerations constitutes a separate and independent ground for finding that the benefits of the Project outweigh the risks of its unavoidable significant adverse environmental impacts. The benefits of the Project, which constitute the specific economic, legal, social, technological and other considerations that justify the approval of the Project, are set forth below.

C. Benefits of the Project

1. The Project will provide the following variety of housing opportunities that help the City meet its regional fair share housing requirements:
 - 250 senior, senior affordable, and affordable units;
 - 1443 market rate residential units including low-density, medium-density, and high-density units.
2. The Project will provide, or enable to be provided, the following public service facilities: schools, fire station, parks, and recreation trails. The Project is also designed at a density to make public transportation desirable, providing forms of transportation alternative to the automobile.
3. The Project will contribute to the City's tax base through the commercial/retail development.

4. The Project is an economical and efficient use of land that helps to reduce urban sprawl and thereby preserve open space and agricultural uses surrounding Gilroy by directing development to an area in the middle of the City surrounded by urban development.

The City Council hereby finds that the benefits of the Project outweigh the significant and unavoidable Air Quality impacts and the significant and unavoidable cumulative Air Quality and Noise impacts of the Project identified in the Final EIR.

[signatures on following page]

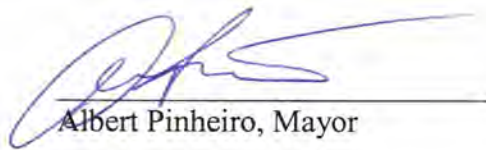
PASSED AND ADOPTED this 7th day of November, 2005 by the following vote:

AYES: COUNCILMEMBERS: CORREA, DILLON, GARTMAN,
MORALES, VALIQUETTE, VELASCO,
and PINHEIRO

NOES: COUNCILMEMBERS: NONE

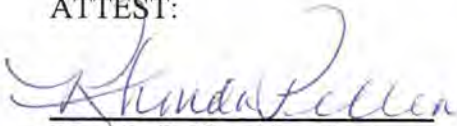
ABSENT: COUNCILMEMBERS: NONE

APPROVED:



Albert Pinheiro, Mayor

ATTEST:



Rhonda Pellin, City Clerk

TABLE S-1
Summary of Impacts and Mitigation Measures

Area of Concern	Impact	Level of Significance	Mitigation Number	Mitigation Measure	Mitigated Impact
Aesthetics	Visual character as seen from Santa Teresa Boulevard	Significant	1	Prepare and implement Landscaped Buffer Plan	Yes
Aesthetics	Visual character as seen from Santa Teresa Boulevard	Significant	2	Submit visual simulations with future tentative map applications	Yes
Air Quality	Violation of air quality standards/conflict with the CAP	Significant and Unavoidable	N/A	None identified	No
Air Quality	Construction emissions	Significant	3	Dust control measures	Yes
Biological Resources	Burrowing owl	Significant	4	Pre-construction field surveys during nesting season	Yes
Biological Resources	Loggerhead shrike and nesting raptors	Significant	5	Pre-construction tree surveys during nesting season	Yes
Biological Resources	Bat roosts and sensitive bat species	Significant	6	Pre-construction surveys	Yes
Biological Resources	Riparian habitat, waters of the U.S.	Significant	7	Project design with adequate, protective buffers	Yes

Area of Concern	Impact	Level of Significance	Mitigation Number	Mitigation Measure	Mitigated Impact
Biological Resources	Riparian habitat, drainage courses	Significant	8	Project design to avoid filling or disturbance of riparian areas/Construction activities during dry months/Prepare Habitat Restoration Plan	Yes
Biological Resources	Loss of oak and/or riparian woodland habitat	Significant	9	Prepare and implement Habitat Restoration Plan	Yes
Biological Resources	Construction of Reservoir Canyon Creek bridge	Significant	10	Biologist to monitor construction of bridge	Yes
Biological Resources	Management of open space, woodland, riparian, or other habitat conservation easements	Significant	11	Prepare and implement suitable ownership structure to ensure maintenance and funding of natural areas	Yes
Biological Resources	Disturbance to serpentine grassland	Significant	12	Active management including fencing and signage	Yes
Biological Resources	Siltation of riparian/drainage areas during construction	Significant	13	Siltation fencing and other BMP's during construction activities	Yes
Biological Resources	Landscaping-related contamination of drainages	Significant	14	Prepare landscape plan	Yes
Biological Resources	Disturbance to jurisdictional waters of the U.S.	Significant	15	Prepare wetland delineation/Obtain necessary permits/Prepare detailed wetland mitigation plan	Yes
Biological Resources	Wildlife movement corridors	Significant	16	Submit lighting plan with future tentative map applications	Yes

Area of Concern	Impact	Level of Significance	Mitigation Number	Mitigation Measure	Mitigated Impact
Biological Resources	Wildlife movement corridors	Significant	17	Prepare signage plan to address off-trail human disturbance	Yes
Biological Resources	Tree removal	Significant	18	Field survey by arborist and report of findings	Yes
Biological Resources	Tree disturbance during construction	Significant	19	Protection of trees during construction	Yes
Geology and Soils	Seismic activity relative to soil stability	Significant	20	Submit soils investigation/ Incorporate recommendations into final building plans	Yes
Geology and Soils	Seismic effects on structural integrity	Significant	21	Design structures in accordance with Uniform Building Code for seismic design	Yes
Geology and Soils	Fault rupture hazard zone on site.	Significant	22	Prepare fault investigation/ Implement recommendations in fault investigation	Yes
Geology and Soils	Soil erosion impacts on drainages and biological resources	Significant	7,8,10,13, 24,25,26	See Mitigation Measures referenced in column to the left	Yes
Hydrology and Flooding	Flooding on- and off-site from increased site runoff	Significant	23	Implement detention pond(s) to accommodate 100-year flood levels	Yes
Hydrology and Flooding	Storm water quality during construction due to polluted runoff – impacts on drainages	Significant	24	Prepare storm water pollution prevention plan (SWPPP)/ Submit SWPPP to RWQCB and City of Gilroy	Yes

Area of Concern	Impact	Level of Significance	Mitigation Number	Mitigation Measure	Mitigated Impact
Hydrology and Flooding	Work within 50-feet of water courses under jurisdiction of SCVWD	Significant	25	Obtain permit(s) from SCVWD	Yes
Hydrology and Flooding	Storm water quality during operation	Significant	26	Prepare post-construction storm water management plan/Implement BMP's during project operation	Yes
Noise	Traffic noise	Significant	27	Prepare noise impact assessment/Implement recommendations/Sensitivity to visual qualities of sound attenuation features	Yes
Noise	Cumulative traffic noise	Significant and Unavoidable	N/A	Gilroy General Plan policies 26.01 through 26.05	No
Noise	Construction noise	Significant	28	Limit construction hours/Mufflers on equipment/Distance loud stationary equipment from sensitive receptors	Yes
Transportation/Traffic	(Background Conditions) Safety at Hwy 101/Castro Valley Rd	Significant	29	Roadway extension at Castro Valley Rd	Yes
Transportation/Traffic	(Background Conditions) LOS at Monterey Rd/Masten Ave	Significant	30	Addition of turning lanes/Change signal phasing	Yes
Transportation/Traffic	(Background Conditions) LOS at Santa Teresa Blvd/Miller Ave	Significant	31	Signalization at intersection	Yes

Area of Concern	Impact	Level of Significance	Mitigation Number	Mitigation Measure	Mitigated Impact
Transportation/ Traffic	(Background Plus Project Phase I Conditions) Safety at Monterey Rd/Tenth St	Significant	32	Change signal phasing for east-west travel	Yes
Transportation/ Traffic	(Background Plus Project Phase I Conditions) LOS at Thomas Rd/Luchessa Ave	Significant	33	Implement roundabout at intersection/or Signalize intersection	Yes
Transportation/ Traffic	(Background Plus Project Phase I and II Conditions) LOS at Santa Teresa Blvd/Fitzgerald Ave	Significant	34	Signalize intersection/Add east- and west-bound turn lanes	Yes
Transportation/ Traffic	(Background Plus Project Phase I and II Conditions) LOS at Uvas Park Dr/Miller Ave	Significant	35	Add northbound left turn lane	Yes
			36	Prepare and implement traffic management plan of Miller Ave southwest of Uvas Park Dr	Yes
Transportation/ Traffic	(Cumulative Plus Project Phase III Traffic Conditions) LOS at Santa Teresa Blvd/First St	Significant	37	Add second east- and west-bound left turn lanes	Yes
Transportation/ Traffic	(Cumulative Plus Project Phase III Traffic Conditions) Intersection safety at Santa Teresa Blvd/Ballybunion Dr	Significant	38	Add southbound left turn lane/Change north-south signal phasing	Yes

Area of Concern	Impact	Level of Significance	Mitigation Number	Mitigation Measure	Mitigated Impact
Transportation/ Traffic	(Cumulative Plus Project Phase III Traffic Conditions) LOS at Uvas Park Dr/Miller Ave	Significant	39	Signalize Uvas Park Dr/Miller Ave intersection/Add north- and south-bound turn lanes (see text for options)	Yes
Transportation/ Traffic	(Cumulative Plus Project Phase III Traffic Conditions) Intersection safety at Princevalle St/Tenth St	Significant	40	Change signal phasing at intersection	Yes
Transportation/ Traffic	(Cumulative Plus Project Phase III Traffic Conditions) LOS at Thomas Ave/Luchessa Ave	Significant	41	Add second lane to roundabout/or Add a second westbound left turn lane and westbound through lane/Widen Luchessa bridge to 4 lanes	Yes
Transportation/ Traffic	(Cumulative Plus Project Phase III Traffic Conditions) LOS at Princevalle St/Luchessa Ave	Significant	42	Signalize intersection/Add an eastbound left turn lane	Yes
Transportation/ Traffic	(Cumulative Plus Project Phase III Traffic Conditions) Intersection safety at Monterey Rd/Luchessa Ave	Significant	43	Add second north- and west-bound left turn lanes at intersection	Yes
Transportation/ Traffic	(Cumulative Plus Project Phase III Traffic Conditions) LOS at Santa Teresa Blvd/First St	Significant	44	Add an east- and west-bound through lane on First St at intersection	Yes
Cultural Resources	Discovery of buried archaeological resources	Significant	45	Halt construction if resources are encountered/Hire a qualified archaeologist to identify the resource	Yes

Area of Concern	Impact	Level of Significance	Mitigation Number	Mitigation Measure	Mitigated Impact
Cultural Resources	Discovery of human remains	Significant	46	Halt disturbance/Contact coroner/Provide for proper burial if remains are of Native American heritage	Yes
Hazards	Human contact with persistent pesticides in soil	Significant	47	Identify former agricultural areas where pesticides may have been applied	Yes
			48	Use map (see mitigation 47) to develop and implement soil sampling plan to determine contaminant levels/Clean and dispose of any contaminated soils	Yes
Public Services	Demand for fire services	Significant	49	Program to monitor need for new fire station	Yes
Public Services	Fire safety - homes	Significant	50	Install residential fire sprinklers	Yes
Public Services	Fire safety – open space	Significant	51	Prepare report to address vegetative fuel management and appropriate fuel transition zones	Yes
			52	HOA to manage seasonal vegetation to reduce fuel loading	Yes

Note: The mitigation measures identified above present a brief summary of the actual mitigation measures. The full text of the mitigation measures is presented in the correlating section of this EIR.

Source: EMC Planning Group Inc.

Mitigation Monitoring Program

Glen Loma Ranch Specific Plan Mitigation Monitoring Program

Introduction

CEQA Guidelines section 15097 requires public agencies to adopt reporting or monitoring programs when they approve projects subject to an environmental impact report or a negative declaration that includes mitigation measures to avoid significant adverse environmental effects. The reporting or monitoring program is to be designed to ensure compliance with conditions of project approval during project implementation in order to avoid significant adverse environmental effects.

The law was passed in response to historic non-implementation of mitigation measures presented in environmental documents and subsequently adopted as conditions of project approval. In addition, monitoring ensures that mitigation measures are implemented and thereby provides a mechanism to evaluate the effectiveness of the mitigation measures.

A definitive set of project conditions would include enough detailed information and enforcement procedures to ensure the measure's compliance. This monitoring program is designed to provide a mechanism to ensure that mitigation measures and subsequent conditions of project approval are implemented.

Monitoring Program

The basis for this monitoring program is the mitigation measures included in the project environmental impact report. These mitigation measures are designed to eliminate or reduce significant adverse environmental effects to less than significant levels. These mitigation measures become conditions of project approval, which the project proponent is required to complete during and after implementation of the proposed project.

The attached checklist is proposed for monitoring the implementation of the mitigation measures. This monitoring checklist contains all appropriate mitigation measures in the Final EIR.

Monitoring Program Procedures

The City of Gilroy shall use the attached monitoring checklist for the proposed project. The monitoring program should be implemented as follows:

1. The Gilroy Community Development Department should be responsible for coordination of the monitoring program, including the monitoring checklist. The Community Development Department should be responsible for completing the monitoring checklist and distributing the checklist to the responsible individuals or agencies for their use in monitoring the mitigation measures;
2. Each responsible individual or agency will then be responsible for determining whether the mitigation measures contained in the monitoring checklist have been complied with. Once all mitigation measures have been complied with, the responsible individual or agency should submit a copy of the monitoring checklist to the Community Development Department to be placed in the project file. If the mitigation measure has not been complied with, the monitoring checklist should not be returned to the Community Development Department;
3. The Gilroy Community Development Department will review the checklist to ensure that appropriate mitigation measures and additional conditions of project approval included in the monitoring checklist have been complied with at the appropriate time, e.g. prior to issuance of a use permit, etc. Compliance with mitigation measures is required for project approvals; and
4. If a responsible individual or agency determines that a non-compliance has occurred, a written notice should be delivered by certified mail to the project proponent within 10 days, with a copy to the Community Development Department, describing the non-compliance and requiring compliance within a specified period of time. If non-compliance still exists at the expiration of the specified period of time, construction may be halted and fines may be imposed at the discretion of the City of Gilroy.

Glen Loma Ranch Specific Plan Mitigation Monitoring Checklist

Step 1 Prior to **approval of the Specific Plan**, the following mitigation measure shall be implemented:

23. The specific plan shall be revised to include a detention pond or ponds to collect storm water in the case of 2-, 10-, 25-, and 100-year peak storm events. Detention ponds shall be designed according to the recommendations presented in the Hydrologic Analysis (Schaaf & Wheeler 2005) and should include, but not be limited to the following:
 - a. The pond(s) should be located to collect the storm water runoff from the project site and discharge to either McCutchin or Reservoir Creeks.
 - b. Any discharge from the pond(s) should release a maximum of storm water runoff for pre-project conditions (see tables 18 and 19 in the Draft EIR).
 - c. The pond(s) should be sized a total of approximately 8.9 acre-feet to provide for appropriate storm water quantities and filter pollutants for the purpose of water quality.
 - d. The pond(s) shall not replace any proposed preserved open space at the project site, as the preserved open space provides flood control and water quality benefits modeled in the Hydrological Analysis (Schaaf & Wheeler 2003).

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Planning Division

Step 2 Prior to approval of the **first tentative map**, the following mitigation measure shall be implemented:

1. Prior to the approval of the first tentative map, the project proponent shall prepare a Santa Teresa Boulevard Landscaped Buffer Plan to include, but not be limited to, the following components:
 - A buffer along the entire length of the boulevard, in varying identified widths depending upon topography and views into the site;
 - Landscaping along Santa Teresa Boulevard to enhance and blend into the natural landscape and screen, to the greatest extent feasible, views of structures including berm/sound wall combinations;
 - Design options for entry features consistent with General Plan policy 1.10;
 - Design options for berm/sound wall combinations and signs; and

- Class I Santa Teresa Multi-Use Regional Trail.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Planning Division

12. The preserved serpentine rocky grassland on site shall be actively managed to reduce indirect impacts resulting from public use. This may include ranch-style wood fencing surrounding the knoll to protect the area from off-road vehicle use. Additionally, a short trail system could be installed to direct public access with interpretive signs at trailheads to educate the public on the uniqueness of the serpentine grassland community. The project proponent of any future development on the project site shall include habitat management measures in future project plans, subject to review and approval of the City of Gilroy Planning Division prior to approval of the tentative map for Canyon Creek and/or Rocky Knoll, whichever occurs first.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Planning Division

47. Prior to approval of the first tentative map, the applicant shall provide written verification and mapping of the approximate 17 percent of the project site previously used for non-dryland crop use (e.g., wine grapes, tomatoes, cucumbers, strawberries).

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Planning Division

48. Prior to approval of tentative maps, use permits, or architectural review applications of neighborhoods identified as part of mapping required in Mitigation Measure #47, the developer shall have a Phase I Environmental Site Assessment prepared. Based on the findings of the Phase I Environmental Site Assessment, clean up and disposal of such contamination, if present, shall be in compliance with federal, state and local regulations governing the clean-up and disposal of hazardous waste.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Planning Division

49. Prior to approval of the first tentative map, the project proponent shall prepare a program for monitoring the need for development of the new fire station. The monitoring program shall be consistent with the requirements of the development agreement between the project proponent and the City of Gilroy and is subject to review by the City Fire Marshal.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Fire Marshal

51. Prior to approval of the first tentative map, the project proponent shall have an "urban wildland interface planner", or other professional acceptable to the City of Gilroy Fire Marshal, prepare a report to address the vegetation in the Preserved Open Space and evaluate fuel management and modification. The report shall be based on fuel modeling and fire behavior for the existing vegetation. As each neighborhood adjacent to the Preserved Open Space is developed, the recommendations of the report shall be implemented by the developer in the adjacent Preserved Open Space. The required width of the Fuel Transition Zones shall also be at least the width as recommended in the report.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Fire Marshal

Step 3 Prior to approval of each **tentative map or use permit**, the following mitigation measure shall be implemented:

7. Prior to approval of each tentative map or use permit, project plans for future development on the project site shall be designed to include adequate buffer areas to protect wetlands, waters of the U.S., oak/riparian woodland, and other open space areas to be preserved in the specific plans area (coastal scrub areas, mixed cultivated woodland, and rocky serpentine grassland areas), subject to review and approval of the City of Gilroy Planning Division. Project plans shall indicate that no development is to occur within 100 feet of a defined creek bank or edge of riparian corridor. Project plans shall indicate that no development is to occur within 50 feet of other open space areas; however, this setback may be reduced due to site constraints or to accomplish specific project goals subject to review and approval of the City of Gilroy Planning Division, but shall in no event be less than 30 feet. Wherever possible, buffer areas shall be planted with locally-obtained native grasses, shrubs and woodland understory species.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Planning Division

8. Prior to approval of each tentative map or use permit, project plans for future development on the project site shall be designed to avoid unnecessary filling or other disturbance of natural drainage courses and associated oak/riparian woodland vegetation to the greatest extent feasible, subject to review and approval of the City of Gilroy Planning Division. In the event that disturbance of site drainages and associated oak/riparian woodland vegetation cannot be avoided (i.e., Reservoir Canyon Creek Bridge construction, culverts, storm drain outfalls, etc.), authorization from the California Department of Fish and Game

through Section 1600 *et. seq.* of the Fish and Game Code and/or the U.S. Army Corps of Engineers through Section 404 of the Clean Water Act and the Regional Water Quality Control Board through Section 401 of the Clean Water Act shall be obtained, if required, prior to issuance of building or grading permits for any activity that might encroach on the site's drainages. Conditions imposed on these permits and/or authorizations may include but not be limited to the following:

- Construction work shall be initiated and completed during the summer and fall months when the drainages are dry, or at least have a very low flow. Typically, no construction work shall be allowed between October 15th and April 15th.
- A Habitat Restoration Plan shall be prepared to identify the exact amount and location of affected and replacement habitat, to specify on-site revegetation with locally-obtained native species within the buffer areas to mitigate habitat loss, and to provide specifications for installation and maintenance of the replacement habitat. Any loss of riparian or wetland vegetation resulting from construction activities shall be mitigated on-site at a minimum 3:1 replacement ratio.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Planning Division

13. Prior to approval of each individual tentative map or use permit, subject to the review of the Gilroy Planning Division, the project applicant shall install siltation fencing, hay bales, or other suitable erosion control measures along portions of natural and manmade drainage channels in which construction will occur and within 20 feet of construction and/or staging areas in order to prevent sediment from filling the creek.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Planning Division

15. Prior to approval of a tentative map for each phase of the proposed project requiring removal or alteration to potential wetlands and/or waters of the U.S., a wetland delineation shall be prepared according to U.S. Army Corps of Engineers guidelines. The actual acreage of impacts to waters of the U.S. and wetlands shall be determined based on project plans for each development project and the wetland delineation for each development phase. The project proponent shall obtain all necessary permits and/or approvals from the U.S. Army Corps of Engineers and shall retain a restoration specialist to prepare a detailed wetland mitigation plan, if necessary, subject to review and approval by the U.S. Army Corps of Engineers and the City of Gilroy Planning Division. The plan shall include, but not be limited to, creation of wetlands on site to mitigate for

unavoidable impacts to waters of the U.S. and wetlands resulting from development activities.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Planning Division

17. Prior to approval of a tentative map for each phase of the proposed project containing or adjacent to preserved natural open space areas, a signage plan shall be prepared to outline the language, number and location of signs to dissuade people from straying off trails and to prohibit unleashed dogs in the open space areas, subject to approval by the City of Gilroy Planning Division.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Planning Division

18. Prior to tentative map or use permit approval of areas that contain any significant tree(s), a field survey shall be conducted by a certified arborist to determine the number and location of each significant tree to be removed, the type and approximate size of each significant tree, and the reason for removal. These findings shall be included in a written report that contains specifications for replacing significant trees to be removed.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Planning Division

22. Project developers shall have a fault investigation performed for each tentative map or site plan approval within the fault rupture zone to determine if there is an active fault located within the fault rupture zone. The investigation shall determine, but not be limited to, the location of the fault (if any), and the anticipated severity of seismic activity of the fault. A copy of the report shall be presented to the City of Gilroy and the County of Santa Clara Planning Office. Project developers shall use the findings of the report for structural design or avoidance of the potential hazard. The fault investigations shall be subject to the review and approval by the City Engineering Division, prior to the approval of tentative maps and/or architectural and site plan approval.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Planning Division

27. Future developers adjacent to Santa Teresa Boulevard, and along internal project arterials, shall prepare a noise impact assessment, by a noise consultant acceptable to the City, to determine if the project would be significantly affected by general plan buildout traffic volumes. If the noise impact assessment

concludes that the project would not meet the noise standards of the general plan, the project shall be redesigned to be consistent with the general plan noise element policy 26.03 and 26.05, and with the noise standards in the Guidelines for Sound Attenuation and Visual Preservation of the Santa Teresa Boulevard Corridor Policy. The noise attenuation feature shall be no higher than seven feet above the existing grade at the property line. The appropriate height of the noise attenuation feature shall be incorporated into applicable tentative maps prior to their approval. Noise attenuation features shall be landscaped and primarily consist of earthen berms, and an appropriate funding mechanism for maintenance shall be identified.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Planning Division

Step 4 Prior to **recordation of the first final map and/or final improvement plans**, the following mitigation measures shall be implemented:

11. Prior to recordation of the first final map within the Glen Loma Ranch Specific Plan area, the project proponent shall ensure that a suitable ownership structure (i.e., homeowner's association or similar mechanism) is established prior to occupancy to take long-term responsibility for maintaining and funding the ongoing management of any open space, woodland, vegetated riparian, or other habitat conservation easements on site. The homeowners' association, or other suitable mechanism, shall be structured so that it is responsible for enforcing habitat protection and maintenance measures to protect onsite biological resources. The homeowners' association may assess fines to property owners who are non-compliant with these measures. Fines assessed by the homeowner's association shall be used for on-site habitat protection, maintenance, and restoration, as necessary. Any noncompliance shall be reported to the City of Gilroy Planning Division and the California Department of Fish and Game by the homeowners association.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Planning Division

16. A schematic lighting plan shall be submitted with each development proposal for review and approval by the Planning Division. Exterior lighting for any development proposed adjacent to open space areas shall be of low stature (i.e., 20 feet) and shall be of a full cutoff design or include opaque shields to reduce illumination of the surrounding landscape. Lighting shall be directed away from open space areas.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Planning Division

26. Future applicants in the Glen Loma Ranch specific plan area shall prepare a post-construction storm water management plan, subject to the review and approval of the Gilroy Engineering Division prior to the approval of final improvement plans, that shall include structural and non-structural best management practices (BMPs) for the reduction of pollutants in storm water to the maximum extent practicable.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

Step 5 Prior to approval of each **final grading plan**, the following mitigation measure shall be implemented:

3. Project proponents shall specify in project plans the implementation of the following dust control measures during grading and construction activities for any proposed development. The measures shall be implemented as necessary to adequately control dust, subject to the review and approval by the City of Gilroy Engineering Division:

The following measures shall be implemented at all construction sites:

- Water all active construction areas at least twice daily;
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard;
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites;
- Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites; and
- Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.

The following measures shall be implemented at all construction sites greater than four acres in area:

- Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more);
- Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.);
- Limit traffic speeds on unpaved roads to 15 mph;

- Install sandbags or other erosion control measures to prevent silt runoff to public roadways; and
- Replant vegetation in disturbed areas as quickly as possible.

The following measures are strongly encouraged at construction sites that are large in area, located near sensitive receptors or which for any other reason may warrant additional emission reductions:

- Install wheel washers for all existing trucks, or wash off the tires or tracks of all trucks and equipment leaving the site;
- Install wind breaks, or plant trees/vegetative wind breaks at windward side(s) of construction areas;
- Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 miles per hour; and
- Limit the area subject to excavation, grading and other construction activity at any one time.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

Step 6 30 days prior to commencement of grading or construction activities, the following mitigation measure shall be implemented:

4. Subject to the review of the City of Gilroy Planning Division, no more than 30 days prior to commencement of grading or construction activities for development proposed in or adjacent to potential habitat (i.e., grasslands), field surveys shall be conducted by a qualified biologist to determine if burrowing owls are present in the construction zone or within 200 feet of the construction zone. Areas within 200 feet of the construction zone that are not within the control of the applicant shall be visually assessed from the project site. These surveys shall be required only if any construction would occur during the nesting and/or breeding season of burrowing owls (February 1 through August 31) and/or during the winter residency period (December 1 through January 31). If active nests are found within the survey area, a burrowing owl habitat mitigation plan shall be submitted to the California Department of Fish and Game for review and approval. The burrowing owl habitat mitigation plan shall contain mitigation measures contained in the California Department of Fish and Game Staff Report on Burrowing Owl Mitigation (California Department of Fish and Game 1995). The habitat mitigation plan may include, but not be limited to, the following:
 - Avoidance of occupied burrows during the nesting season (February 1 through August 31);

- Acquisition, protection and funding for long-term management and monitoring of foraging habitat adjacent to occupied habitat;
- Enhancement of existing burrows and/or creation of new burrows; and/or
- Passive relocation of burrowing owls.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Planning Division

5. Subject to the review of the City of Gilroy Planning Division, no more than 30 days prior to commencement of grading or construction activities for development proposed in or adjacent to potential nesting habitat (i.e., riparian woodland and oak woodland), a tree survey shall be conducted by a qualified biologist to determine if active nest(s) of protected birds are present in the trees. Areas within 200 feet of the construction zone that are not within the control of the applicant shall be visually assessed from the project site. This survey shall be required only if any construction would occur during the nesting and/or breeding season of protected bird species potentially nesting in the tree (generally March 1 through August 1). If active nest(s) are found, clearing and construction within 200 feet of the tree, or as recommended by the qualified biologist, shall be halted until the nest(s) are vacated and juveniles have fledged and there is no evidence of a second attempt at nesting, as determined by the qualified biologist. If construction activities are not scheduled between March 1 and August 1, no further shrike or tree surveys shall be required.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Planning Division

6. Subject to the review of the City of Gilroy Planning Division, no more than 30 days prior to commencement of grading or construction activities for development proposed in or adjacent to potential roost habitat (i.e., riparian woodland and oak woodland), pre-construction surveys for bat roosts shall be performed by a qualified biologist. If bat roost sites are found, the biologist shall implement a program to remove/displace the bats prior to the removal of known roost sites. In addition, an alternate roost site shall be constructed in the vicinity of the known roost site. Specifications of the alternate roost shall be determined by a bat specialist.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Planning Division

19. Prior to commencement of construction activities, the protected zone of any trees or groups of trees to be retained shall be fenced to prevent injury to the trees

during construction. Soil compaction, parking of vehicles or heavy equipment, stockpiling of construction materials, and/or dumping of materials shall not be allowed within the protected zone. The fencing shall remain in place until all construction activities are complete.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Planning Division

Step 7 Prior to approval and issuance of **the first building permit in Phase I**, the following mitigation measures shall be implemented:

30. Add an eastbound and a westbound left-turn lane on the Fitzgerald and Masten approaches to the Monterey Road/Masten Avenue intersection, and change the east-west signal phasing from split phasing to protected phasing.

This intersection is within the City of Gilroy's Transportation Master Plan and therefore, impact fees are collected for improvements at this intersection. Therefore, implementation of this mitigation measure is the responsibility of the project proponent, prior to issuance of the first building permit.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

31. Signalize the Santa Teresa Boulevard/Miller Avenue intersection.

This intersection is within the City of Gilroy's Transportation Master Plan and therefore, impact fees are collected for improvements at this intersection. Therefore, implementation of this mitigation measure is the responsibility of the project proponent, prior to issuance of the first building permit.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

32. Change the signal phasing at the Monterey Road/Tenth Street intersection for the east-west travel direction from permitted phasing to protected phasing.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase I.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

33. Convert the Thomas Road/Luchessa Avenue intersection to a one-lane modern roundabout.

OR

Signalize the Thomas Road/Luchessa Avenue intersection, add a northbound right turn lane, and add a northbound right turn overlap phasing to the signal phasing.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit for Phase I.

Note: The mitigated negative declaration for the planned elementary school within the specific plan, located on Luchessa Avenue within the Cabernet neighborhood, required implementation of this mitigation measure prior to opening the school. It was required due to unacceptable levels of services during the mid-afternoon peak hour. The mitigation measure requires the school district to pay their fair share of this improvement determined by agreement between the school district and the City of Gilroy.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

- Step 8** Prior to approval and issuance of **the first building permit in Phase II**, the following mitigation measures shall be implemented:

34. Signalize the Santa Teresa Boulevard/Fitzgerald Avenue intersection and add eastbound and westbound left turn lanes.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase II.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

35. Add a northbound left turn lane to the Uvas Park Drive/Miller Avenue intersection.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase II.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

36. Prepare a traffic management plan of the Miller Avenue street section southwest of the intersection with Uvas Park Drive.

The project proponent shall be responsible for preparation of the plan. The plan shall be subject to review and approval by the City staff and constructed by the project, prior to issuance of the first building permit in Phase II.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

- Step 9** Prior to approval and issuance of **the first building permit in Phase III**, the following mitigation measures shall be implemented:

37. Add second eastbound and westbound left turn lanes to the Santa Teresa Boulevard/First Street intersection.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

38. Add a southbound left turn lane to the Santa Teresa Boulevard/Ballybunion Drive intersection and convert the north-south signal phasing from permitted phasing to protected phasing.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

39. Signalize the Uvas Park Drive/Miller Avenue intersection and add northbound and southbound left-turn lanes.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

Note: This intersection would operate at LOS C during the AM and PM peak hours with implementation of this improvement. However, under General Plan Buildout Conditions, the Tenth Street Bridge would be required to be constructed. With the Tenth Street Bridge, this intersection would operate at LOS A during the AM peak hour and LOS C during the PM peak hour with NO improvements, e.g. signalization and lane additions. Therefore, the mitigation measure identified above would not be required under General Plan Buildout Conditions, assuming the Tenth Street Bridge were constructed.

One option would be to only add the northbound left-turn lane as recommended in the previous scenario (Background Plus Project Phases I and II) and consider LOS E as an acceptable short term level of service for this intersection. Another option is to implement the mitigation measure above (signalize the intersection and add the left-turn lanes, which would improve operations to LOS C during the AM and PM peak hours), with the knowledge that the signal could be removed once the Tenth Street Bridge is constructed at General Plan Buildout Conditions.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

40. Convert the signal phasing at the Princeville Street/Tenth Street intersection from permitted phasing to protected phasing.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

41. If the Thomas Road/Luchessa Avenue intersection was converted to a one lane modern roundabout, add a second lane to the roundabout and widen the Luchessa Avenue Bridge to four lanes. This would result in LOS A during both the AM and PM peak hours.

OR

If the Thomas Road/Luchesss Avenue intersection was signalized and a northbound right turn lane was added, add a second westbound left turn lane and westbound through lane and widen the Luchessa Avenue Bridge to four lanes.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

42. Signalize the Princeville Street/Luchessa Avenue intersection and add an eastbound left turn lane.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

43. Add second northbound and westbound left turn lanes at the Monterey Street/Luchessa Avenue intersection.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

44. Add an eastbound and westbound through lane on First Street at its intersection with Santa Teresa Boulevard.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

Step 10 Prior to approval and issuance of **building or grading permits**, the following mitigation measures shall be implemented:

9. Any loss of oak and/or riparian woodland habitat resulting from development shall require the project proponent to retain a qualified biologist to prepare a Habitat Restoration Plan to identify the exact amount and location of affected and replacement habitat, specify an appropriate plant palette, and provide specifications for installation and maintenance of the replacement habitat. Replacement vegetation shall consist of locally-obtained native plant species. Any loss of riparian woodland vegetation shall be mitigated on-site at a minimum

of 3:1 replacement ratio, unless otherwise determined by the Department of Fish and Game and the City of Gilroy. Any loss of oak woodland vegetation shall require preservation of on-site oak woodland at a ratio of 3:1 and replanting on-site at a ratio of 1:1, unless otherwise determined by the Department of Fish and Game and the City of Gilroy. The Habitat Restoration Plan shall be prepared prior to issuance of building or grading permits for any activity requiring removal of oak and/or riparian woodland habitat, subject to review and approval of the City of Gilroy Planning Division and California Department of Fish and Game.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Planning Division

14. Prior to issuance of grading and/or building permits, the project proponent of any future development on the project site shall submit a Landscape Plan, for review and approval by the City of Gilroy Planning Division. Landscaping plans for areas adjacent to riparian habitat shall include appropriate guidelines to prevent contamination of drainages and their associated riparian habitat by pesticides, herbicides, fungicides, and fertilizers. Landscaping shall include appropriate native plant species and should not include plantings of non-native, invasive plant species.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Planning Division

20. Project proponents shall submit a soils investigation prepared by a qualified soils engineer for future development on the project site. The recommendation of the soils investigation shall be incorporated into final building plans, subject to the review and approval by the Gilroy Engineering Division prior to approval of any building permits.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

21. The project applicant shall design all structures in accordance with the Uniform Building Code for seismic design. In addition, all recommendations in the geotechnical reports prepared for the project shall be implemented. Structural design is subject to the review and approval by the Gilroy BLES Division prior to the issuance of building permits.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Building, Life, and Environmental Safety Division

24. The project applicant for any proposed development on the project site, shall, for each phase of the development, submit a Notice of Intent (NOI) and detailed engineering designs to the Central Coast RWQCB. The associated permit shall require development and implementation of a SWPPP that uses storm water “Best Management Practices” to control runoff, erosion and sedimentation from the site. The SWPPP must include Best Management Practices that address source reduction and, if necessary, shall include practices that require treatment. The SWPPP shall be submitted to the City of Gilroy Engineering Division for review and approval prior to approval of a building permit for each phase of the project.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

25. The project applicant shall submit plans for review by, and obtain an approved permit from the Santa Clara Valley Water District (SCVWD) prior to any work within 50 feet of on-site drainages, wetlands or riparian habitat.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Planning Division

28. Prior to issuance of a grading permit for all areas within the Specific Plan area, the following measures shall be incorporated into the project plans to mitigate construction noise, subject to the review and approval of the City of Gilroy Engineering Division:
- a. Construction shall be limited to weekdays between 7 AM and 7 PM and Saturdays and holidays between 9 AM and 7 PM, with no construction on Sundays;
 - b. All internal combustion engine-driven equipment shall be equipped with mufflers that are in good condition and appropriate for the equipment; and
 - c. Stationary noise-generating equipment shall be located as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project area.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

45. Due to the possibility that significant buried cultural resources might be found during construction, the following language shall be included on any permits issued for the project site, including, but not limited to building permits for future development, subject to the review and approval of the Gilroy Planning Division:

If archaeological resources are discovered during construction, work shall be halted within 50 meters (165 feet) of the find until a qualified professional archaeologist can evaluate it. If the find is determined to be significant, appropriate mitigation measures shall be formulated and implemented.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Planning Division

46. In the event of an accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the City shall ensure that this language is included in all permits in accordance with CEQA Guidelines section 15064.5(e), subject to the review and approval of the City of Gilroy Planning Division:

If human remains are found during construction there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of Santa Clara County is contacted to determine that no investigation of the cause of death is required. If the coroner determines the remains to be Native American the coroner shall contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendent (MLD) from the deceased Native American. The MLD may then make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and associated grave goods as provided in Public Resources Code Section 5097.98. The landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance if: a) the Native American Heritage Commission is unable to identify a MLD or the MLD failed to make a recommendation within 24 hours after being notified by the commission; b) the descendent identified fails to make a recommendation; or c) the landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Planning Division

Step 11 Prior to approval of **commencement of construction activities associated with the Reservoir Canyon Creek Bridge**, the following mitigation measure shall be implemented:

10. Prior to commencement of construction activities associated with Reservoir Canyon Creek Bridge, the project proponent responsible for construction of the bridge shall arrange for a qualified biologist to monitor bridge construction activities to ensure there are no impacts to wetlands and associated oak/riparian woodland habitat.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Planning Division

Step 12 Prior to approval of **the first occupancy permit**, the following mitigation measure shall be implemented:

50. Residential fire sprinklers shall be installed in all residences within the specific plan area over 3,000 square feet, including single-family and multi-family town homes or apartments, and residential clusters with more than 25 units that lack secondary access. Residential fire sprinklers shall be installed prior to occupancy. Prior to approval of future development projects within the specific plan area, the City Fire Marshal may require that all residences have residential fire sprinkler systems, regardless of conditions stated above, especially if streets are narrow, buildings are closely spaced, emergency response time is not met, there is inadequate fire flow, building are adjacent to natural areas, or other conditions exist that could hinder the ability of the City of Gilroy Fire Department to perform fire suppression acts in such case they would be needed. The sprinklers shall be designed and installed in accordance with City of Gilroy Fire Department policies.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Fire Marshal

52. The Glen Loma Ranch Homeowner's Association shall take full responsibility for management and maintenance of the preserved open space areas within the project site. Seasonal vegetation management should be scheduled to occur at the end of the rainy season and consistent with the annual weed abatement resolution. The HOA should implement any vegetation management in the Preserved Open Spaces and Fuel Transition Zones at the beginning of the weed

abatement season. This language shall be included in the HOA conditions, covenants, and restrictions.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Planning Division

Note: Mitigation measure 29 is not the responsibility of the project proponent.

29. Lengthen the existing southbound acceleration lane at Castro Valley Road as an auxiliary lane between Castro Valley Road and the off-ramp to Highway 25. The combined acceleration/auxiliary lane would extend the nearly 2,000 feet between Castro Valley Road and the off-ramp to Highway 25.

This intersection is outside of the City of Gilroy's Transportation Master Plan and therefore, impact fees are not collected for improvements at this intersection. Therefore, implementation of this mitigation measure is the responsibility of the County of Santa Clara.

Party responsible for implementation: County of Santa Clara

Party responsible for monitoring: County of Santa Clara

I, RHONDA PELLIN, City Clerk of the City of Gilroy, do hereby certify that the attached Resolution No. 2005-81 is an original resolution, or true and correct copy of a city resolution, duly adopted by the Council of the City of Gilroy at a regular meeting of said Council held on the 7th day of November, 2005, at which meeting a quorum was present.

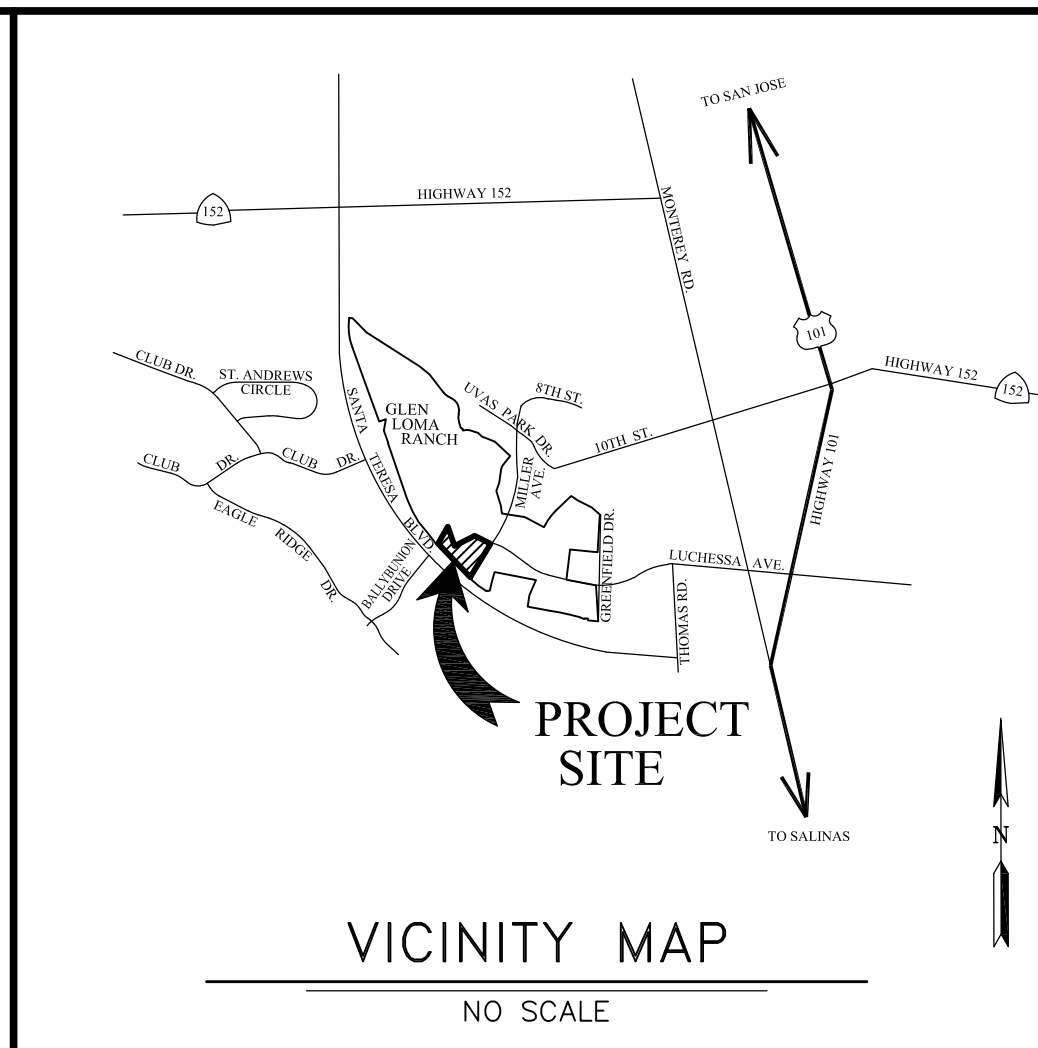
IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official Seal of the City of Gilroy this 11th day of January, 2006.



City Clerk of the City of Gilroy

(Seal)

Received by city of
Gilroy Planning
Division July 30, 2021



RJA
RUGGERI-JENSEN-AZAR
ENGINEERS • PLANNERS • SURVEYORS
8055 CAMINO ARROYO GILROY, CA 95020
PHONE: (408) 846-0300 FAX: (408) 846-0302

PROPOSED	DESCRIPTION	EXISTING
	PROJECT BOUNDARY	
	LOT LINE	
	CENTERLINE	
	SIDEWALK	
	CLASS 1 TRAIL	
	EDGE OF PAVEMENT	
	FLOW LINE	
	STORM DRAIN	
	SANITARY SEWER	
	WATER	
	RECYCLED WATER	
	MANHOLE	
	INLET	
	FIRE HYDRANT	
	ELECTROLIER	
	HANDICAP RAMP	
	LOT NUMBER	
	RETAINING WALL	
	CONTOUR	
	PAD ELEVATION	
	FINISH FLOOR ELEVATION	
	SPOT ELEVATION	
	SLOPE & DIRECTION	
	DIRECTION OF SURFACE FLOW	
	OVERLAND RELEASE	
	NON-ACCESS STRIP	

BNDY	BOUNDARY	MAX	MAXIMUM
BVC	BEGINNING OF VERTICAL CURVE	MF	MULTI-FAMILY
BL	BACK OF SIDEWALK	MIN	MINIMUM
CB	CATCH BASIN	NB	NORTH
CL	CENTERLINE	N.T.S.	NOT TO SCALE
C.O.G.	CITY OF GILROY	OC	ON CENTER
DRWAY	DRIVEWAY	O.S.	OPEN SPACE
EVA	EMERGENCY VEHICLE ACCESS	PAD	PAD ELEVATION
ELECT	ELECTROLIER	PAV	PAVEMENT
ELEVATION	ELEVATION	PL or PT	PROPERTY LINE
ENC	EDGE OF PAVEMENT	PSUE	PUBLIC SERVICE UTILITY EASEMENT
ENC	END OF VERTICAL CURVE	PTE	PUBLIC TRAIL EASEMENT
EMV	EMERGENCY VEHICLE ACCESS EASEMENT	R/W	RIGHT OF WAY
EX	EXISTING	S	SLOPE
FC	FACE OF CURB	SD	SLOPE DRAIN
FINISH FLOOR ELEVATION	FINISH FLOOR ELEVATION	SDMH	SLOPE DRAIN MANHOLE
FI	FIRE HYDRANT	SS	SANITARY SEWER
FI	FIELD INLET	SSMH	SANITARY SEWER MANHOLE
FI	FLOW LINE	STD	STANDARD
FMSC	FACE MODIFIED SPILL CURB	SWK	SIDEWALK
FTZ	FUEL TRANSITION ZONE	SWQ	SWOVED WATER QUALITY
GR	GRASS BREAK	TC	TOP OF CURB
GR	GRATE	TYP	TYPICAL
HOA	HOMEOWNERS' ASSOCIATION	W	WATER
HP	HIGH POINT	W-REC	RECYCLED WATER
INV	INVERT	W-ZZ	WATER (ZONE 2)
JT	JOINT TRENCH		
LP	LINEAR FEET		
LP	LOW POINT		

1. LOT NUMBERS ARE NOT IDENTIFICATION ONLY AND ARE NOT INTENDED AS FINAL.
2. THE EXISTING TOPOGRAPHY, AS SHOWN, IS BASED ON AERIAL SURVEYS DATED FEBRUARY 2006 AND APRIL 2013. THE SPOT ELEVATIONS SHOWN ON THIS PLAN REPRESENT GROUND ELEVATIONS, AS DETERMINED AT TIME OF SAID SURVEY.
3. ALL FUTURE BUILDINGS SHALL BE SPRINKLERED FOR FIRE SAFETY PER THE CITY OF GILROY FIRE AND BUILDING DEPARTMENT STANDARDS.
4. ALL RETAINING WALLS (IF REQUIRED) SHALL BE MASONRY. WOOD RETAINING WALLS SHALL NOT BE PERMITTED.
5. FINAL PIPE SIZES, ELEVATIONS AND LENGTHS ARE SUBJECT TO CHANGE; TO BE CONFIRMED DURING FINAL DESIGN.
6. THE PROJECT WILL INCORPORATE STORM WATER BMP MEASURES FOR STORM WATER QUALITY AND LOW IMPACT DEVELOPMENT ACCORDING TO THE ADOPTED STANDARDS IN PLACE AT THE TIME OF THE FIRST ENTITLEMENT APPROVALS (SPECIFIC PLAN & DEVELOPMENT AGREEMENT, DATED 11/21/2005.) THE LAYOUT AND DESIGN OF BMP'S ARE SUBJECT TO FINAL DESIGN; SEE SEPARATE SUBMITTAL AND REPORT FOR PRELIMINARY STORM WATER QUALITY CONTROL PLAN AND SITE CALCULATIONS.
7. ALL WORK IS TO BE DONE IN COMPLIANCE WITH THE CITY OF GILROY SPECIFICATIONS STANDARDS AND DESIGN CRITERIA AND IS SUBJECT TO ALL LAWS OF THIS COMMUNITY BY REFERENCE AS SET FORTH IN THE DEVELOPMENT AGREEMENT BETWEEN THE CITY OF GILROY AND GLEN LOMA RANCH, DATED NOVEMBER 21, 2005.
8. NEW TRANSFORMERS AND SPLICE BOXES SHALL BE UNDERGROUND.
9. THE PROJECT IS LOCATED IN FLOOD ZONE 'D' PER FLOOD INSURANCE RATE MAP NO.06085C0752H. ZONE D IS DEFINED AS AREAS IN WHICH FLOOD HAZARDS ARE UNDETERMINED, BUT POSSIBLE.
10. ALL GRADING WILL BE DONE IN CONFORMANCE WITH THE RECOMMENDATIONS AND CONDITIONS OF THE GEOTECHNICAL ENGINEERING REPORT PREPARED BY EARTH SYSTEMS PACIFIC DATED SEPTEMBER 23, 2013.
11. PROPOSED SURFACE GRADES, PAD GRADES AND PIPE INVERT ELEVATIONS AS SHOWN ARE PRELIMINARY. ALL GRADES AND INVERT ELEVATIONS ARE SUBJECT TO CHANGE DURING FINAL DESIGN.
12. MULTIPLE FINAL MAPS MAY BE FILED ON THE LANDS SHOWN ON THIS TENTATIVE MAP.
13. ALL EROSION CONTROL MEASURES SHALL BE IN CONFORMANCE WITH THE CRITERIA AND STANDARDS OF THE CITY OF GILROY.
14. GRADING, SURFACE IMPROVEMENTS, AND UTILITIES ARE CONCEPTUAL AND ARE SUBJECT TO REVISION DURING FINAL DESIGN.
15. IF THE PROJECT REQUIRES ADDITIONAL EARTH TO BE MOVED TO OR FROM A SITE WITHIN THE CITY LIMITS OF GILROY, AN ADDITIONAL PERMIT IS REQUIRED.
16. PROPOSED STREET NAMES DEPICTED HEREIN ARE PRELIMINARY.
17. BENCHMARK: BRASS DISK MONUMENT AT THE SOUTHEAST END OF UVAS CREEK BRIDGE ON SANTA TERESA ROAD. ELEVATION(NGVD29) = 222.51 FEET
18. ALL WELLS ENCOUNTERED ON THIS SITE, IF ANY, SHALL BE SEALED AND DESTROYED IN COMPLIANCE WITH CURRENT STANDARDS OF THE SANTA CLARA VALLEY WATER DISTRICT (SCVWD). A PERMIT FOR WELL DESTRUCTION SHALL BE OBTAINED FROM THE SCVWD AT (408)265-2607, EXTENSION 2660.
19. PURSUANT TO MITIGATION MEASURE #13, THE GRADING PLAN SHALL INCLUDE THE REQUIREMENT THAT THE PROJECT APPLICANT INSTALL EROSION CONTROL MEASURES WITHIN 20 FEET OF CONSTRUCTION AND/OR STAGING AREAS IN ORDER TO PREVENT SEDIMENT FROM FILLING THE CREEK DURING CONSTRUCTION.
20. ALL FUTURE FINAL MAPS AND IMPROVEMENT PLANS THAT ARE LOCATED ADJACENT TO AN OPEN SPACE AREA SHALL INCLUDE A SIGNAGE PLAN WITHIN THE LANDSCAPE PLAN THAT INCLUDES LANGUAGE AND SIGNAGE TO DISCOURAGE PEOPLE FROM STRAYING OFF TRAILS AND PROHIBIT UNLEASHED PETS IN THE OPEN SPACE AREAS.
21. ALL HOMES BACKING ONTO OPEN SPACE AREAS SHALL UTILIZE OPEN FENCING ADJACENT TO THE OPEN SPACE, UNLESS SOUND MITIGATION PREVENTS THE USE OF OPEN FENCING.

1. PROPERTY LOCATION:	NORTHEAST OF SANTA TERESA BLVD, AND WEST OF MILLER AVE
2. ASSESSOR'S PARCEL NUMBERS:	808-18-032, 808-58-005
3. PARCELS:	PARCELS B & C OF TRACT 10520
4. PRESENT LAND USE:	VACANT
5. TOTAL EXISTING LOTS:	2
6. TOTAL PROPOSED DEVELOPABLE LOTS:	55 (SEE SHEET 2 FOR LOT SUMMARY)
7. EXISTING GENERAL PLAN:	GLEN LOMA RANCH SPECIFIC PLAN
8. PROPOSED GENERAL PLAN:	GLEN LOMA RANCH SPECIFIC PLAN
9. EXISTING ZONING DISTRICT:	GLEN LOMA RANCH SPECIAL USE DISTRICT/PLANNED UNIT DEVELOPMENT (GLR/PD)
10. PROPOSED ZONING DISTRICT:	GLEN LOMA RANCH SPECIAL USE DISTRICT/PLANNED UNIT DEVELOPMENT (GLR/PD)
11. COMBINED NEIGHBORHOOD BUILDOUT TABULATION (SEE SHEET 2 FOR DETAILS):	
GROSS AREA	41.37 ± AC
PROPOSED PUBLIC OPEN SPACE	0.30 ± AC
PROPOSED PRIVATE OPEN SPACE	29.21 ± AC
PROPOSED PUBLIC STREET R/W	0.81 ± AC
PROPOSED PRIVATE STREETS	4.26 ± AC
<u>PROPOSED RESIDENTIAL LOTS</u>	<u>6.79 ± AC</u>
TOTAL	41.37 ± AC

12. WATER:	CITY OF GILROY
13. SANITARY SEWER:	CITY OF GILROY*
14. STORM DRAIN:	CITY OF GILROY*
15. GAS & ELECTRIC:	PG&E
16. TELEPHONE:	VERIZON
17. CABLE:	CHARTER COMMUNICATIONS
18. RECYCLED WATER:	VALLEY WATER

*NOTE: PORTIONS OF THE SANITARY SEWER AND STORM DRAIN COLLECTION AND CONVEYANCE INFRASTRUCTURE MAY BE PRIVATELY OWNED AND MAINTAINED

<u>SHEET NO.</u>	<u>TITLE</u>
1	TITLE SHEET
2	OVERALL LOTTING PLAN
3	EXISTING BOUNDARY & EASEMENTS
4	DETAILS
5	PRELIMINARY STREET SECTIONS
6	LOTTING PLAN
7	LOTTING PLAN
8	LOTTING PLAN
9	LOTTING PLAN
10	PRELIMINARY GRADING PLAN
11	PRELIMINARY GRADING PLAN
12	PRELIMINARY GRADING PLAN
13	PRELIMINARY GRADING SECTIONS
14	PRELIMINARY GRADING SECTIONS
15	PRELIMINARY GRADING SECTIONS
16	PRELIMINARY UTILITY PLAN
17	PRELIMINARY UTILITY PLAN
18	PRELIMINARY UTILITY PLAN
19	PRELIMINARY STORMWATER CONTROL PLAN
20	PRELIMINARY STORMWATER CONTROL PLAN

THE GLEN LOMA CORPORATION
7888 WREN AVENUE, SUITE D143
GILROY, CA 95020
CONTACT: AUGIE DENT
(408) 847-4224, augie.dent@gmail.com

RUGGERI-JENSEN-AZAR
8055 CAMINO ARROYO
GILROY, CA 95020
CONTACT: CHRIS PATTON, P.E., RCE #66271
(408) 848-0300, cpatton@rja-gps.com

PLOT DATE: July 29, 2021
FILE PATH: W:\Jobs 10\102009\Drawings\Prelim\Neighborhoods\Canyon Creek\Tentative Map C3D\ TITLE SHEET.dwg

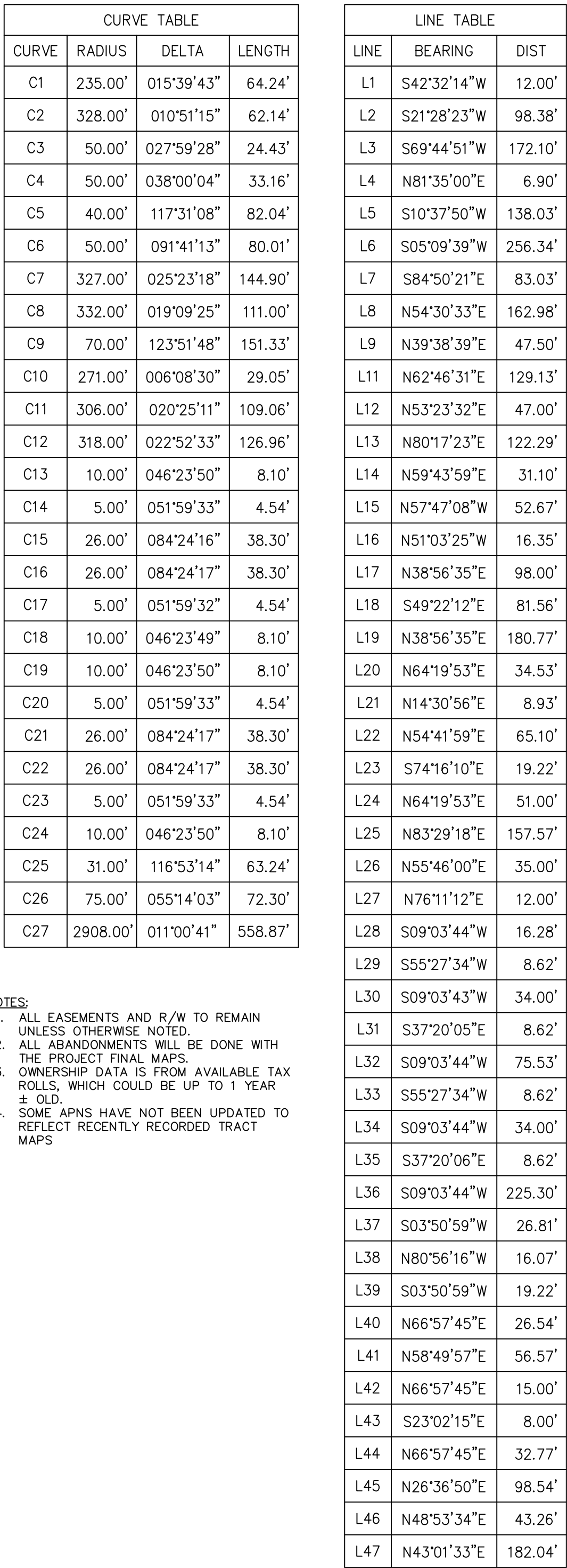
TENTATIVE MAP 20-05
TITLE SHEET
CANYON CREEK, ROCKY KNOLL, & MALVASIA II
GLEN LOMA RANCH
FOR: THE GLEN LOMA CORPORATION GILROY, CALIFORNIA

SHEET		BY CK		SCALE
1				NONE
OF 20 SHEETS	DATE		DATE	
JOB NO.			JULY 2021	
102009				

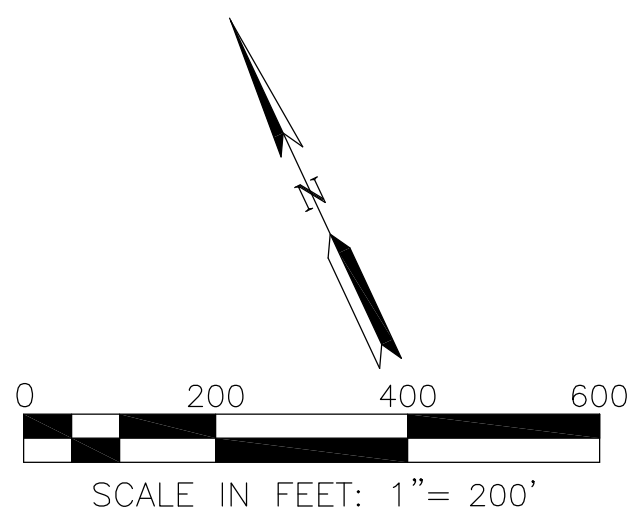


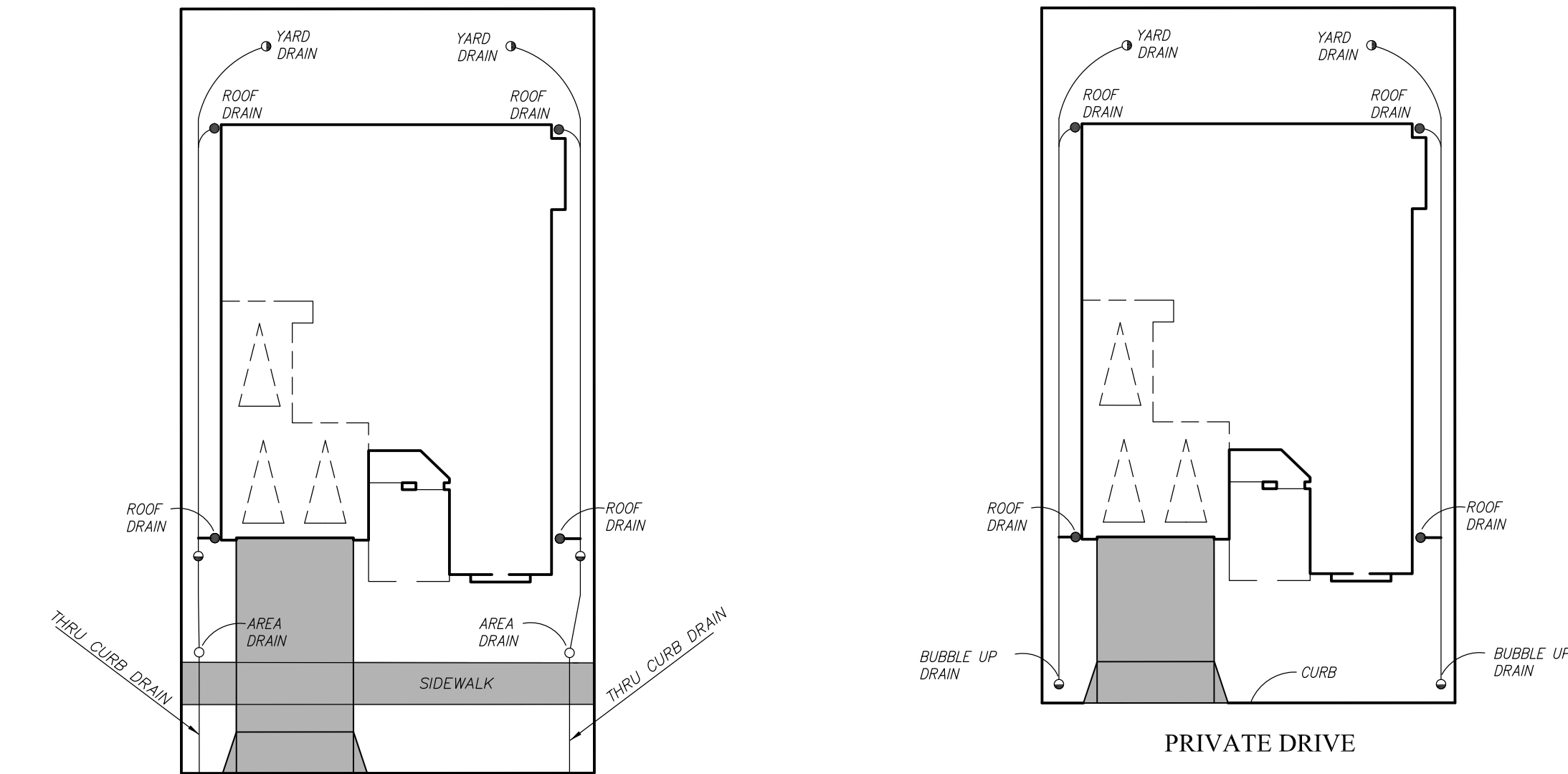
*LOT AREA SUBJECT TO CHANGE AT FINAL DESIGN

PARKING



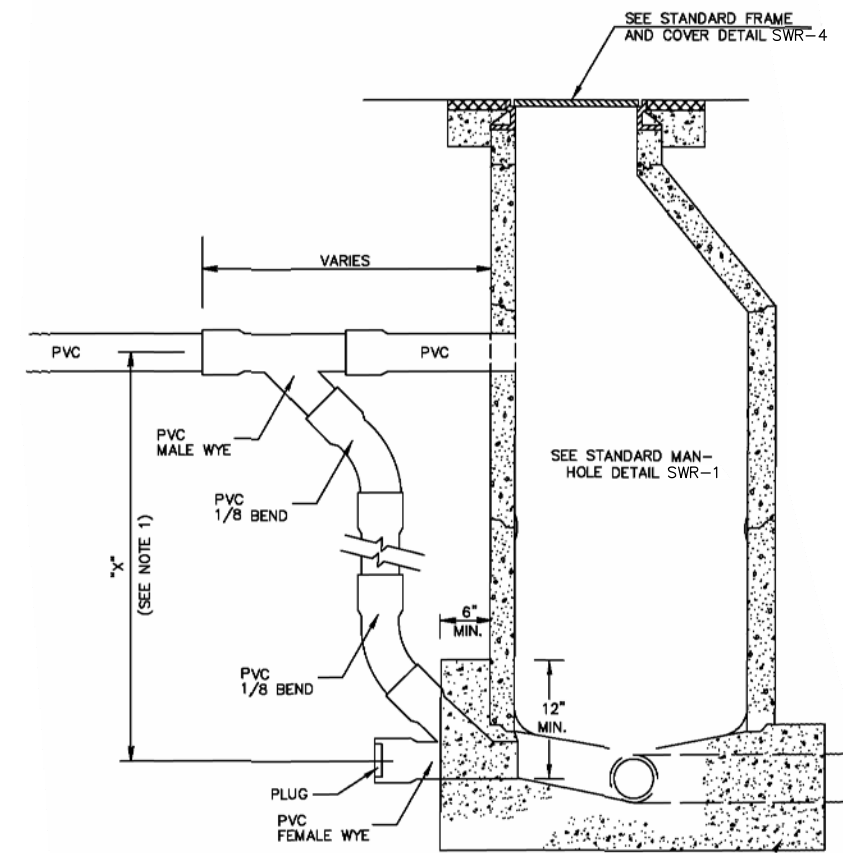
1. ALL EASEMENTS AND R/W TO REMAIN UNLESS OTHERWISE NOTED.
2. ALL ABANDONMENTS WILL BE DONE WITH THE PROJECT FINAL MAPS.
3. OWNERSHIP DATA IS FROM AVAILABLE TAX ROLLS, WHICH COULD BE UP TO 1 YEAR ± OLD.
4. SOME APNS HAVE NOT BEEN UPDATED TO REFLECT RECENTLY RECORDED TRACT MAPS





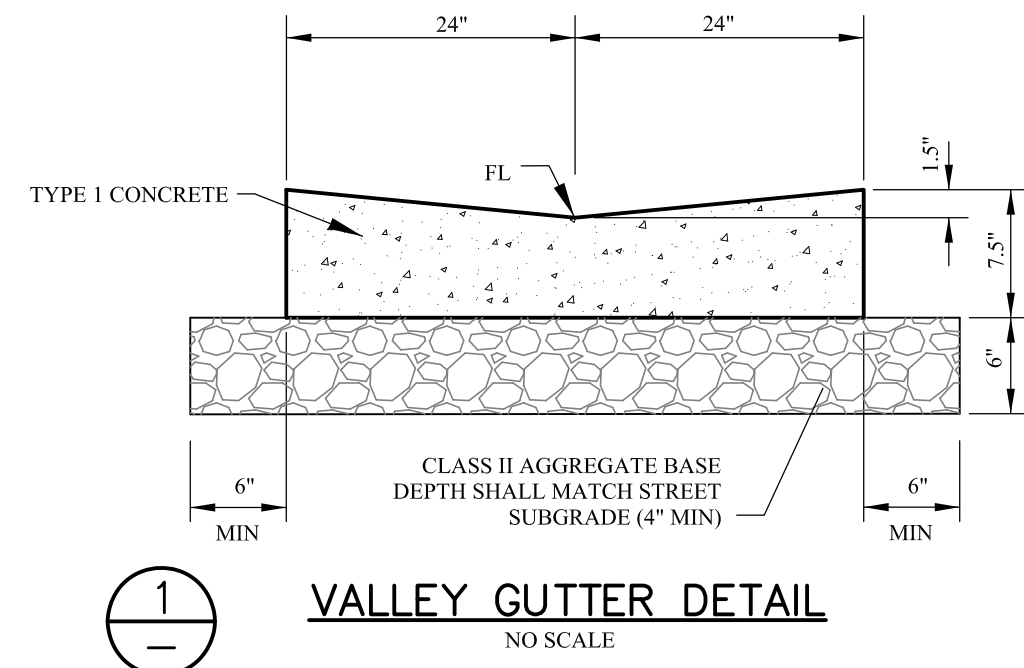
3
—
TYPICAL LOT DRAINAGE
NO SCALE

- NOTES:
- LOT FINE GRADING SHALL BE PER CITY OF GILROY POLICY #BP2008-9.
 - BUBBLE UP DRAIN WILL BE LOCATED AWAY FROM THE BUILDING FOUNDATION AS SPECIFIED IN THE PROJECT GEOTECHNICAL REPORT.

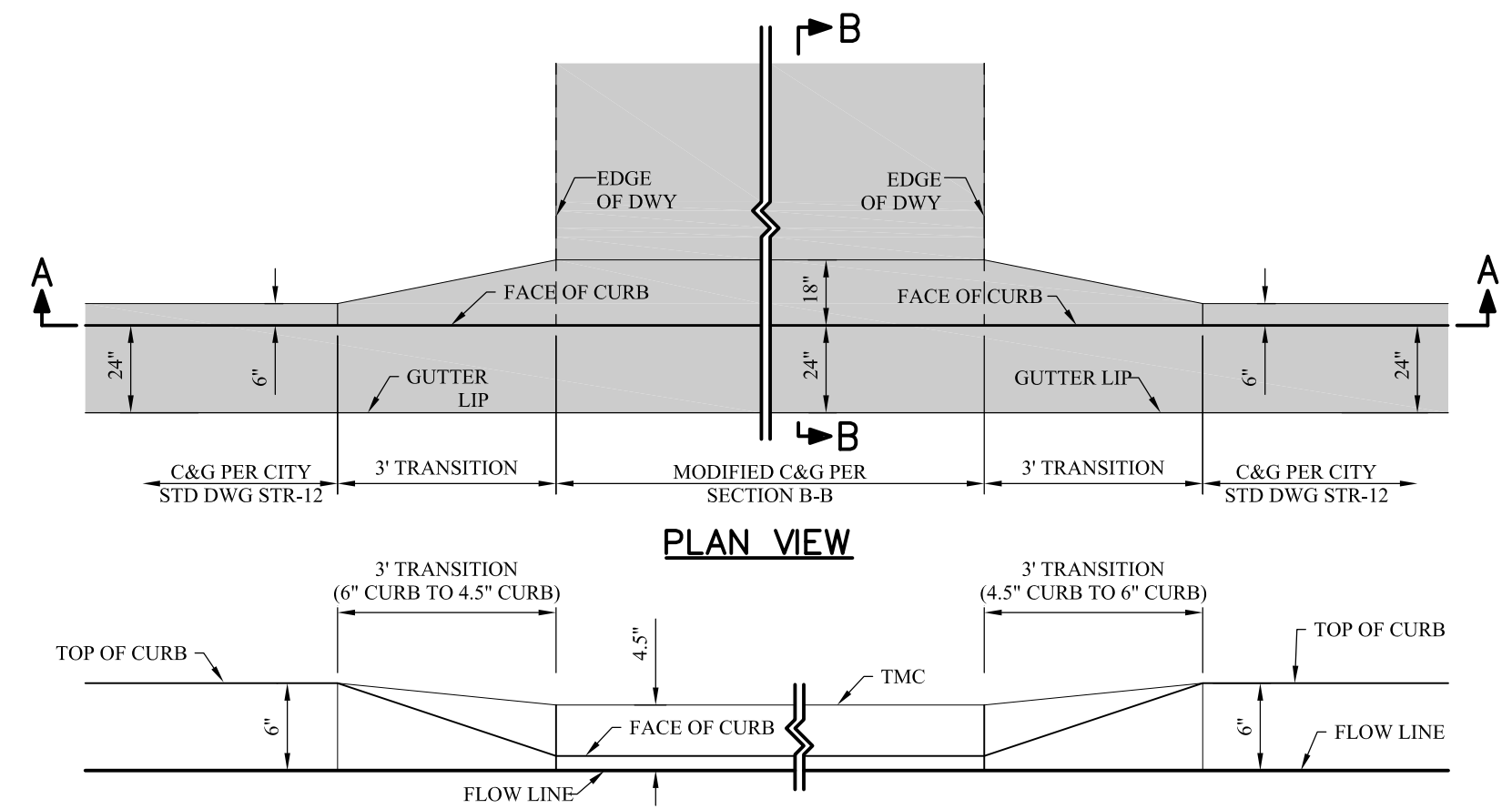


4
—
TYPICAL DROP MANHOLE DETAIL
NO SCALE

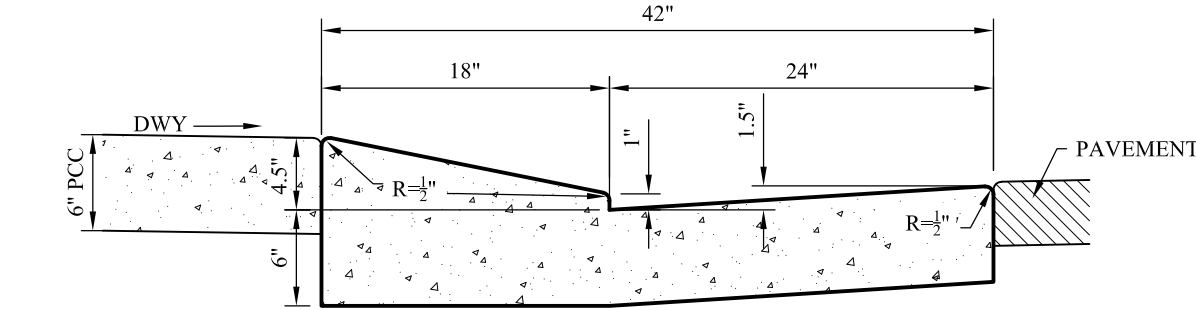
- NOTES:
- THIS DETAIL SHALL BE USED WHEN "CY" IS GREATER THAN 2'-0" FROM INVERT OUT.
 - "CY" IS NOT TO EXCEED 2'-0".



1
—
VALLEY GUTTER DETAIL
NO SCALE



SECTION A-A



SECTION B-B

2
—
MODIFIED CURB & GUTTER AND
TRANSITION DETAIL
NO SCALE



SEE SHEET 8

1. LOT NUMBERS ARE FOR IDENTIFICATION ONLY AND ARE NOT INTENDED AS FINAL.
2. LOT DIMENSIONS AND LOT AREAS ARE PRELIMINARY AND SUBJECT TO REFINEMENT DURING FINAL DESIGN.
3. ALL ABANDONMENTS WILL BE DONE WITH PROJECT FINAL MAPS, PER SECTION 66499.20 1/2 OF THE STATE SUBDIVISION MAP ACT.

A1	OPEN SPACE/FUTURE DEVELOPMENT LOT
23	LOT NUMBER
SF	SQUARE FEET
AC	ACRES
	LOT LINE
	EASEMENT
	LINE OF VISIBILITY PER CITY OF GILROY STANDARD DETAIL STR-9
	TWO-RAIL/VIEW FENCE





SEE SHEET 7

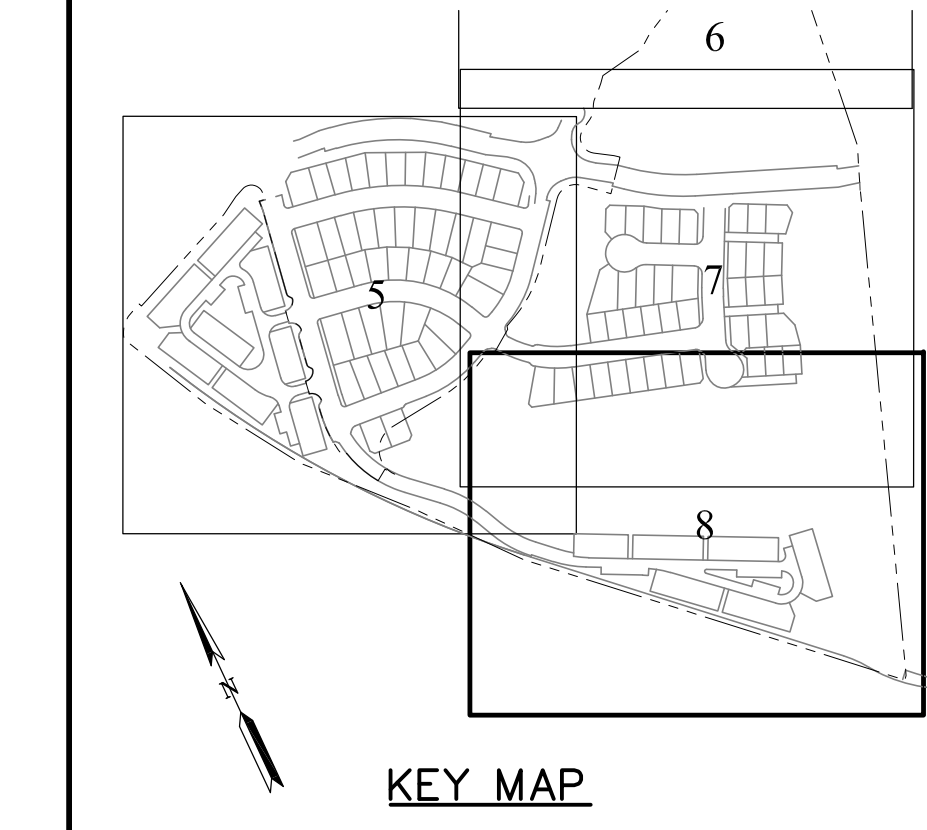


LOTING LEGEND

1. LOT NUMBERS ARE FOR IDENTIFICATION ONLY AND ARE NOT INTENDED AS FINAL.
2. LOT DIMENSIONS AND LOT AREAS ARE PRELIMINARY AND SUBJECT TO REFINEMENT DURING FINAL DESIGN.
3. ALL ABANDONMENTS WILL BE DONE WITH PROJECT FINAL MAPS, PER SECTION 66499.20 1/2 OF THE STATE SUBDIVISION MAP ACT.

- | | |
|-----------|---|
| A1 | OPEN SPACE/FUTURE DEVELOPMENT LOT |
| 23 | LOT NUMBER |
| SF | SQUARE FEET |
| AC | ACRES |
| _____ | LOT LINE |
| — — — | EASEMENT |
| | LINE OF VISIBILITY PER CITY OF GILROY STANDARD DETAIL STR-9 |
| — x — x — | TWO-RAIL/VIEW FENCE |

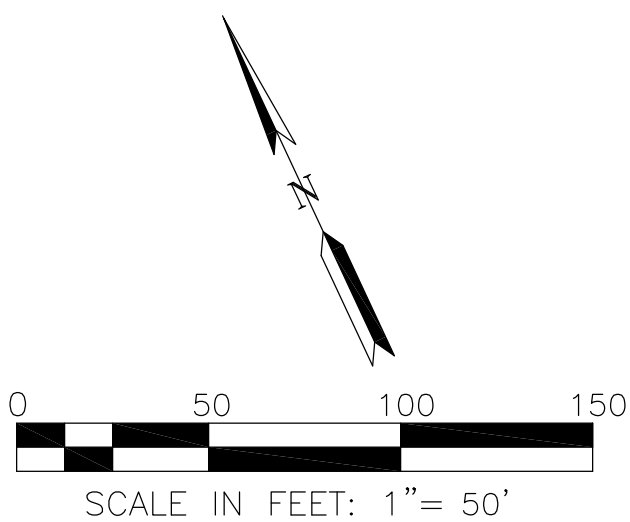




KEY MAP

1. LOT NUMBERS ARE FOR IDENTIFICATION ONLY AND ARE NOT INTENDED AS FINAL.
2. LOT DIMENSIONS AND LOT AREAS ARE PRELIMINARY AND SUBJECT TO REFINEMENT DURING FINAL DESIGN.
3. ALL ABANDONMENTS WILL BE DONE WITH PROJECT FINAL MAPS, PER SECTION 66499.20 1/2 OF THE STATE SUBDIVISION MAP ACT.

A1	OPEN SPACE/FUTURE DEVELOPMENT LOT
23	LOT NUMBER
SF	SQUARE FEET
AC	ACRES
	LOT LINE
	EASEMENT
	LINE OF VISIBILITY PER CITY OF GILROY STANDARD DETAIL STR-9
	TWO-RAIL/VIEW FENCE

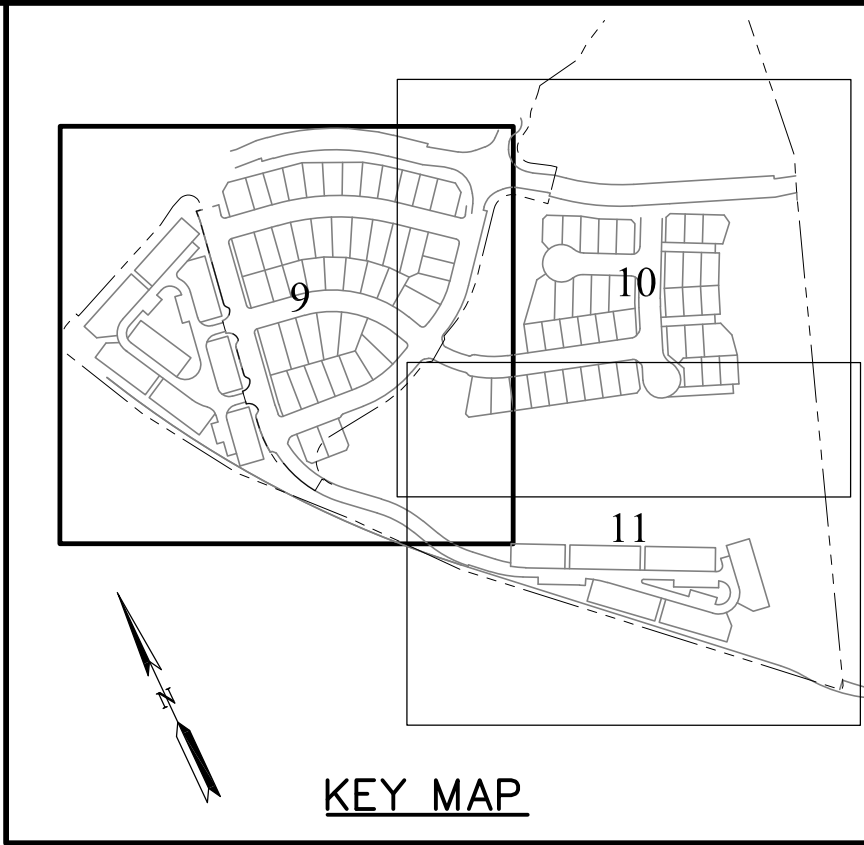


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TENTATIVE MAP 20-05
 LOTTING PLAN
 CANYON CREEK, ROCKY KNOLL, & MALVASIA II
 GLEN LOMA RANCH
 THE GLEN LOMA CORPORATION GILROY, CALIFORNIA

SHEET						SCALE 1"=50'	
9						BY CK	
DATE		MK		SHEET REVISIONS		DATE	
							JULY 2021
JOB NO. 102009							
OF		20		SHEETS			

PLOT DATE: July 29, 2021
FILE PATH: W:\000 10\102009\Drawings\Prelim\Neighborhoods\Canyon Creek\Tentative Map_CSD\10 PRELIMINARY GRADING PLAN.dwg



SEE SHEET 11

SEE SHEET 12

GRADING NOTES

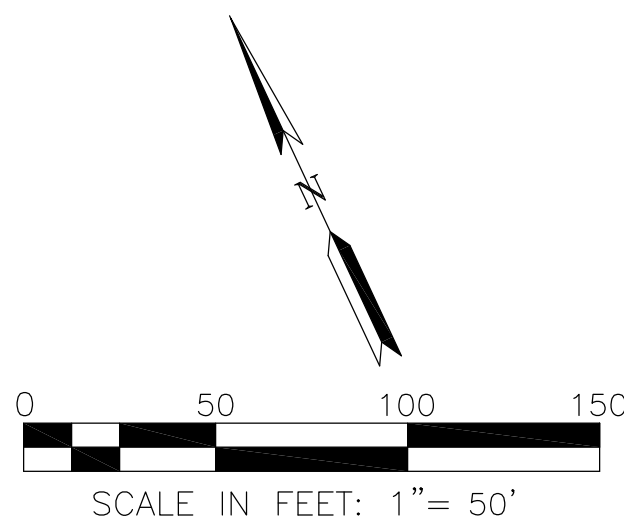
1. ALL PROPOSED GRADES SHOWN ON THIS PRELIMINARY GRADING PLAN ARE PRELIMINARY AND SUBJECT TO CHANGE DURING FINAL DESIGN.
2. SEE SHEET 7 FOR GRADING SECTIONS.
3. PRESERVED OPEN SPACE SHOWN ON THIS PLAN ARE BASED ON THE RECOMMENDATIONS OF THE PROJECT BIOLOGIST, ZANDER ASSOCIATES, AND ARE FURTHER DESCRIBED IN THEIR LETTER DATED OCTOBER 11, 2012.
4. BUFFER AREAS AND FUEL TRANSITION ZONES MAY INCLUDE GRADING, PATHS/TRAILS, STORMWATER TREATMENT/DETENTION FACILITIES, FENCING, SIGNAGE, AND OTHER RELATED APPURTENANCES.
5. FUEL TRANSITION ZONES ARE BASED ON RECOMMENDATIONS OF THE FUEL MANAGEMENT PLAN FOR GLEN LOMA RANCH SPECIFIC PLAN AREA, BY WILDLAND RESOURCE MANAGEMENT, INC DATED AUGUST 2006.
6. AN ARBORIST REPORT (DATED NOVEMBER 2013) WAS CREATED FOR GLEN LOMA RANCH.

GRADING LEGEND

- | | |
|--|---|
| | PROPOSED PAD ELEVATION |
| | PROPOSED SPOT ELEVATION |
| | SLOPE |
| | RETAINING WALL |
| | ANTICIPATED STREET SLOPE |
| | EMERGENCY OVERLAND DRAINAGE RELEASE |
| | APPROXIMATE LIMITS OF MASS/ROUGH GRADING |
| | EXISTING CONTOUR |
| | PROPOSED MINOR CONTOUR |
| | PROPOSED MAJOR CONTOUR |
| | CONCRETE DITCH |
| | FLOW LINE AT VALLEY GUTTER |
| | TREE TO BE REMOVED |
| | TREE TO REMAIN |
| | LIMIT OF PRESERVED NATURAL OPEN SPACE |
| | LIMIT OF BUFFER AND FUEL TRANSITION ZONE (SEE NOTE 4 ABOVE) |

EARTHWORK SUMMARY

ITEM	QUANTITY
SITE CUT	46,000± CY
SITE FILL	46,000± CY
IMPORT/EXPORT	0± CY



TENTATIVE MAP 20-05
PRELIMINARY GRADING PLAN
CANYON CREEK, ROCKY KNOLL, & MALVASIA II
GLEN LOMA RANCH
GILROY, CALIFORNIA

DATE	BY	CK	REVISIONS	SHEET
				10
				OF 20 SHEETS
				JOB NO. 102009
				DATE JULY 2021

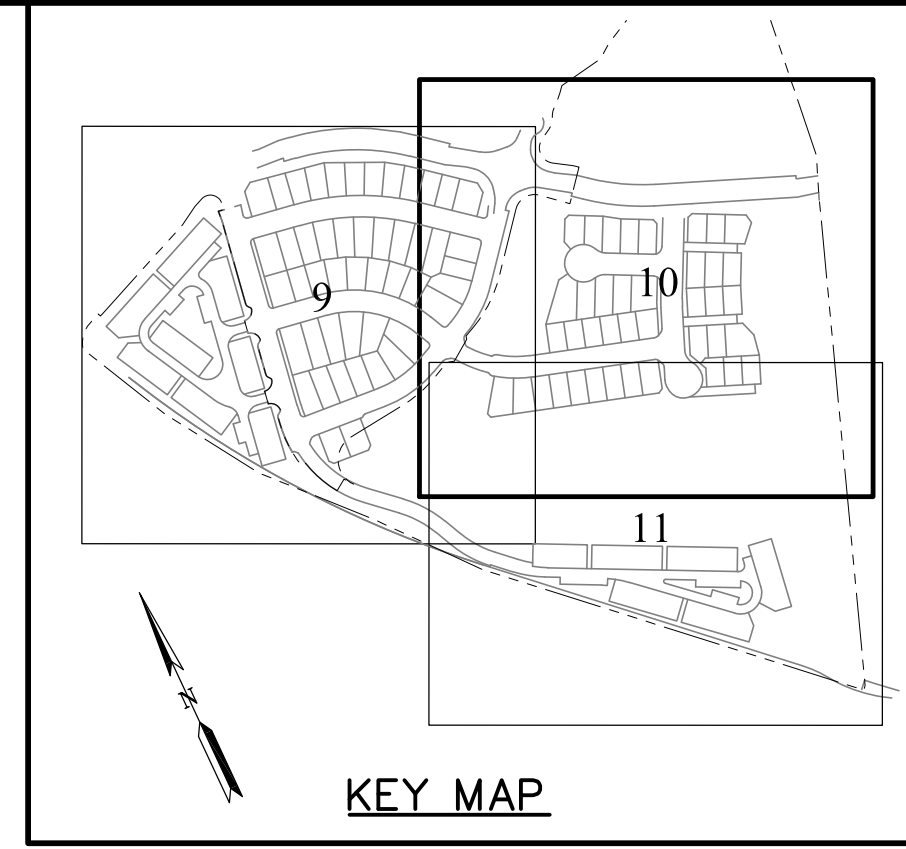
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GILROY, CA 95020
PHONE: (408) 848-0300 FAX: (408) 848-0302

PLOT DATE: July 29, 2021
FILE PATH: W:\Jobs 10\10

SEE SHEET 10



SEE SHEET 12



KEY MAP

GRADING NOTES

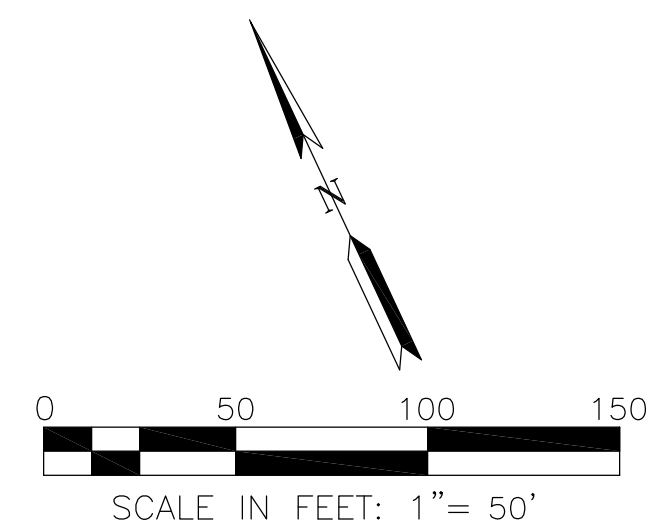
1. ALL PROPOSED GRADES SHOWN ON THIS PRELIMINARY GRADING PLAN ARE PRELIMINARY AND SUBJECT TO CHANGE DURING FINAL DESIGN.
2. SEE SHEET 7 FOR GRADING SECTIONS.
3. PRESERVED OPEN SPACE SHOWN ON THIS PLAN ARE BASED ON THE RECOMMENDATIONS OF THE PROJECT BIOLOGIST, ZANDER ASSOCIATES, AND ARE FURTHER DESCRIBED IN THEIR LETTER DATED OCTOBER 11, 2012.
4. BUFFER AREAS AND FUEL TRANSITION ZONES MAY INCLUDE GRADING, PATHS/TRAILS, STORMWATER TREATMENT/DIFFENTION FACILITIES, FENCING, SIGNAGE, AND OTHER RELATED APPURTENANCES.
5. FUEL TRANSITION ZONES ARE BASED ON RECOMMENDATIONS OF THE FUEL MANAGEMENT PLAN FOR GLEN LOMA RANCH SPECIFIC PLAN AREA, BY WILDLAND RESOURCE MANAGEMENT, INC DATED AUGUST 2006.
6. AN ARBORIST REPORT (DATED NOVEMBER 2013) WAS CREATED FOR GLEN LOMA RANCH.

GRADING LEGEND

P 294.6	PROPOSED PAD ELEVATION
$\times 304.8$	PROPOSED SPOT ELEVATION
	SLOPE
	RETAINING WALL
1.5%	ANTICIPATED STREET SLOPE
	EMERGENCY OVERLAND DRAINAGE RELEASE
	APPROXIMATE LIMITS OF MASS/ROUGH GRADING
	EXISTING CONTOUR
	PROPOSED MINOR CONTOUR
	PROPOSED MAJOR CONTOUR
	CONCRETE DITCH
	FLOW LINE AT VALLEY GUTTER
	TREE TO BE REMOVED
	TREE TO REMAIN
	LIMIT OF PRESERVED NATURAL OPEN SPACE
	LIMIT OF BUFFER AND FUEL TRANSITION ZONE (SEE NOTE 4 ABOVE)

EARTHWORK SUMMARY

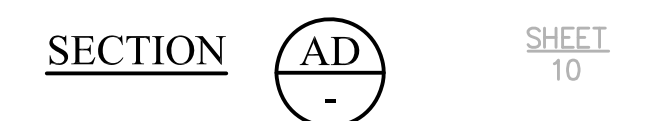
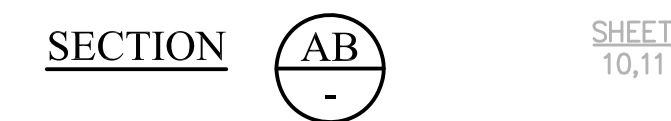
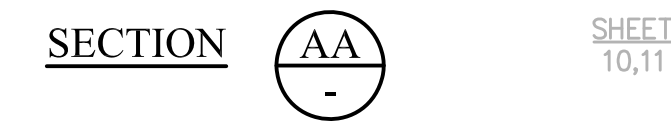
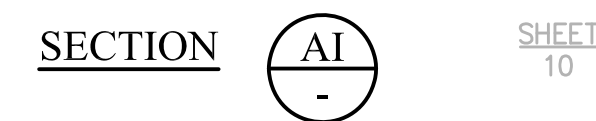
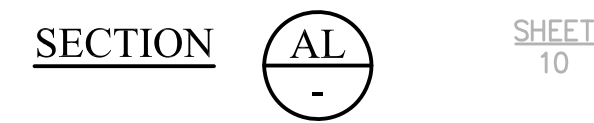
<u>ITEM</u>	<u>QUANTITY</u>
SITE CUT	46,000± CY
SITE FILL	46,000± CY
<u>IMPORT/EXPORT</u>	<u>0± CY</u>



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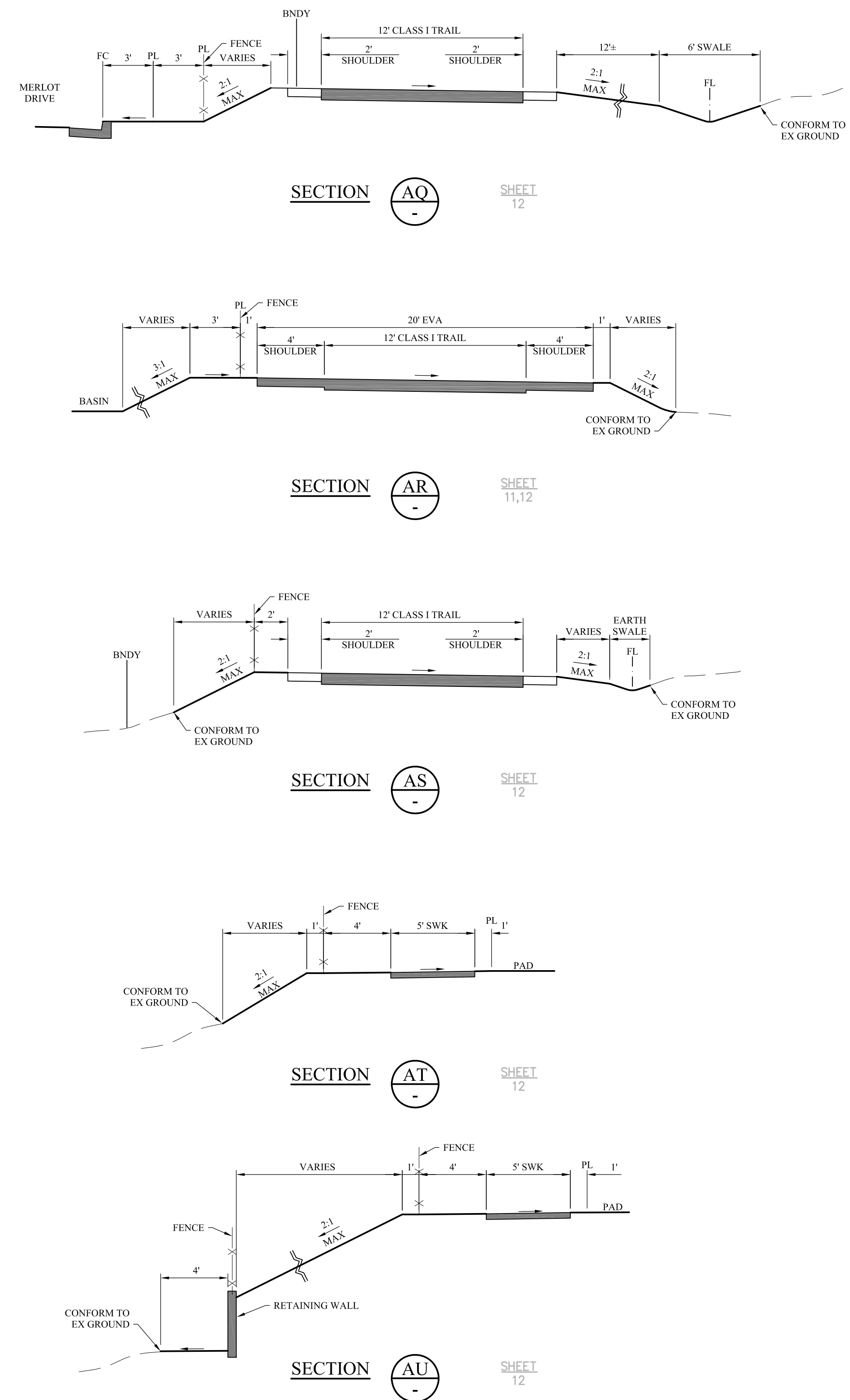
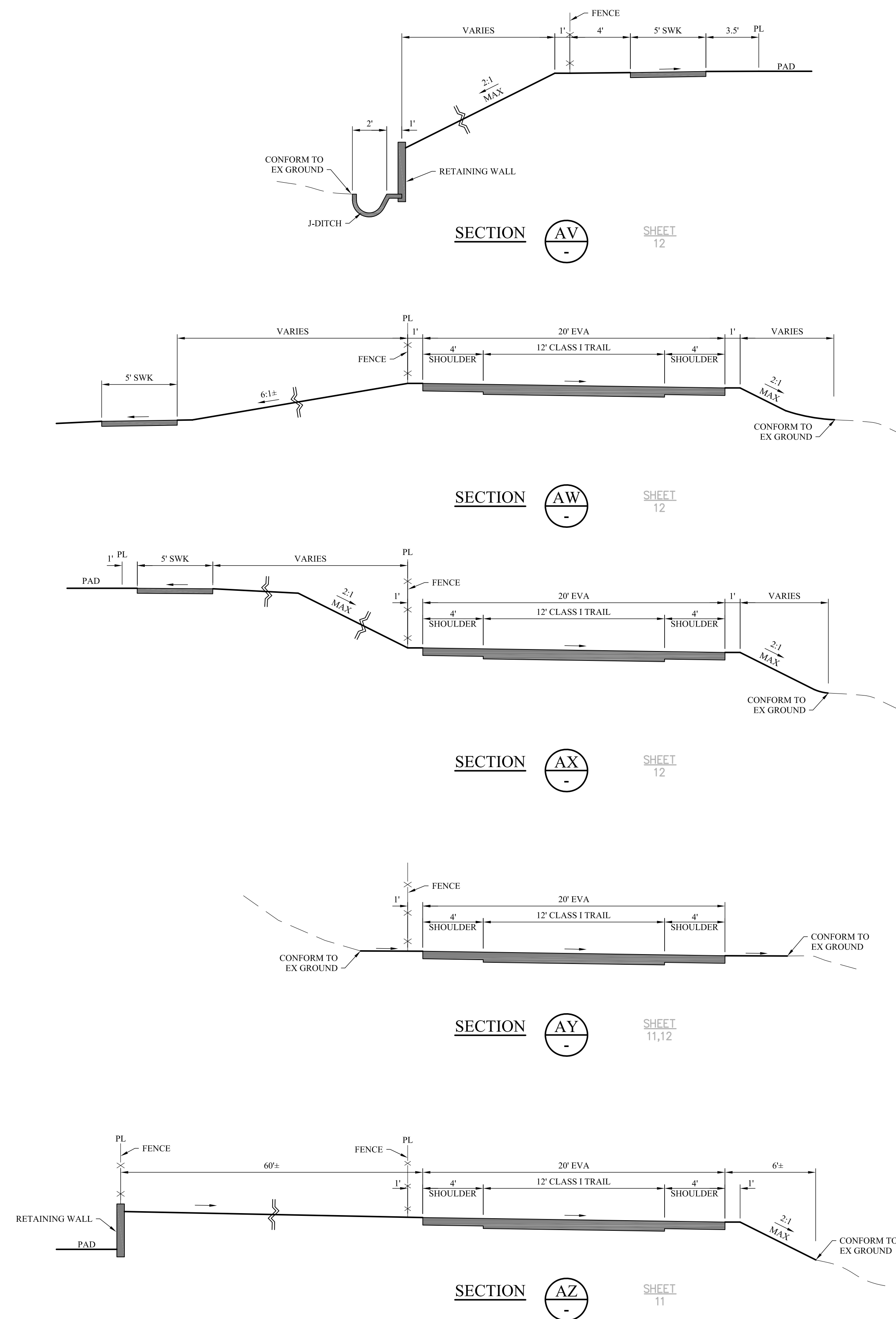
TENTATIVE MAP 20-05
 PRELIMINARY GRADING PLAN
 CANYON CREEK, ROCKY KNOLL, & MALVASIA II
 GLEN LOMA RANCH
 THE GLEN LOMA CORPORATION GILROY, CALIFORNIA

[illegible]



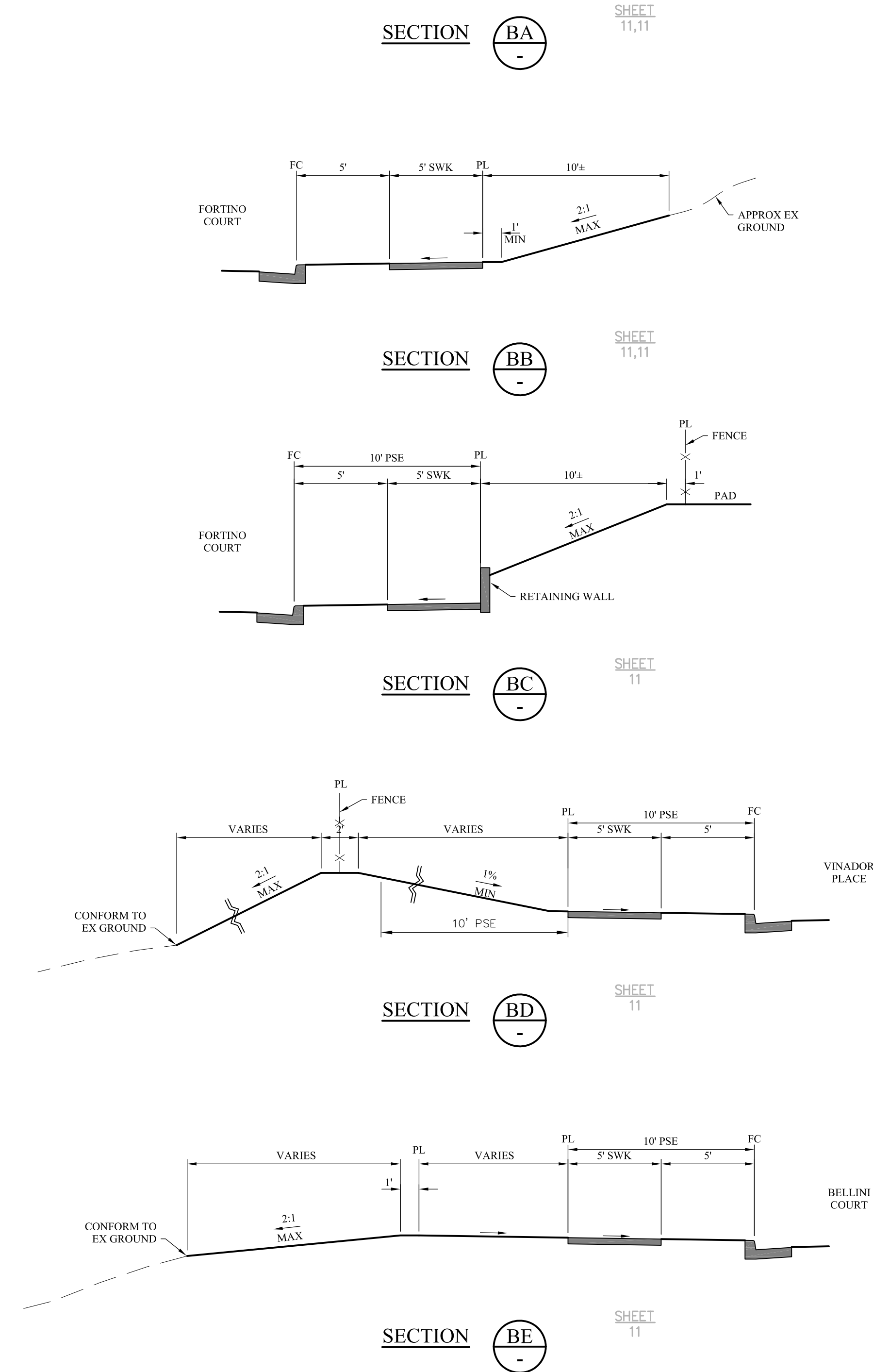
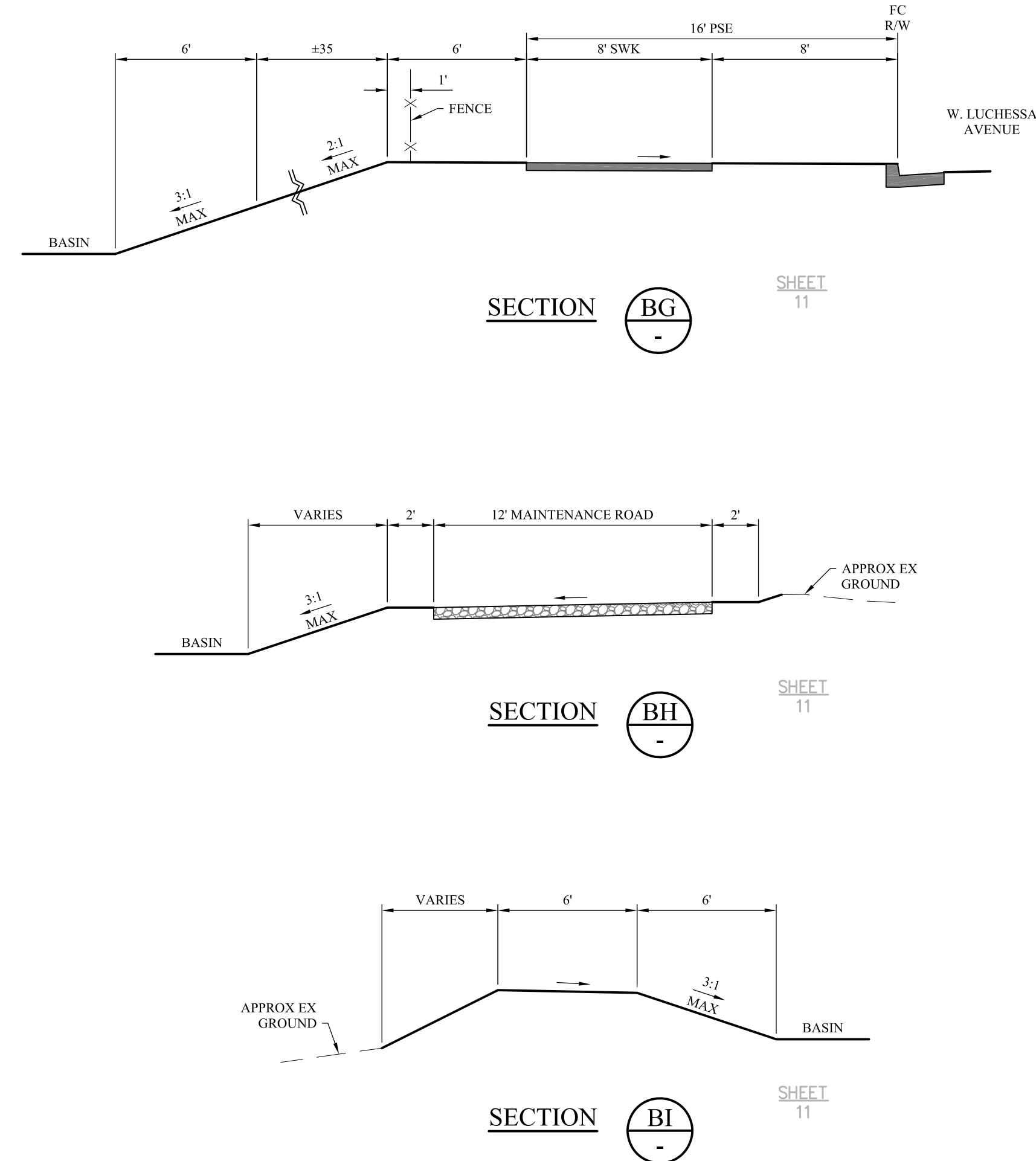
NO SCALE

SHEET
13



GRADING SECTIONS

NO SCALE



GRADING SECTIONS

NO SCALE



- ## UTILITY LEGEND & ABBREVIATIONS

A graphic scale bar is shown below the map, indicating distances in feet. The scale is marked from 0 to 150 feet, with major increments every 50 feet. Below the scale bar, the text reads: SCALE IN FEET: 1" = 50'. A north arrow is also present, pointing towards the top of the page.

[illegible]

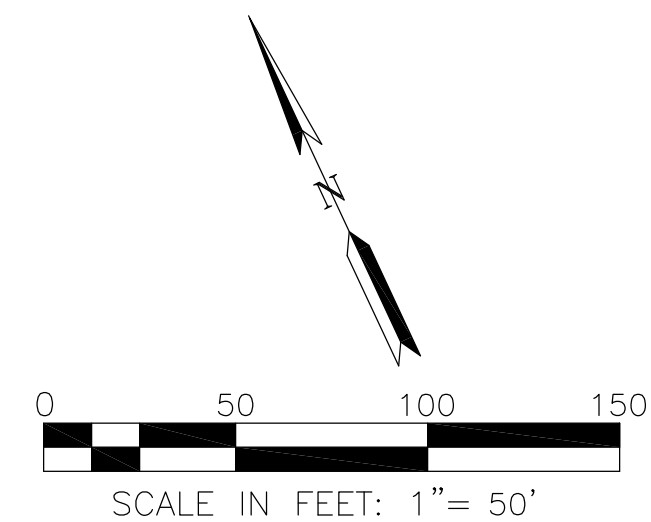
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PHONE: (408) 848-0300 FAX: (408) 848-0302



1. ALL PIPE SIZES, SLOPES AND ELEVATIONS ON THIS PRELIMINARY UTILITY PLAN ARE PRELIMINARY AND SUBJECT TO REFINEMENT DURING FINAL DESIGN.
2. ALL WATER MAINS SHOWN ARE PUBLIC AND SHALL BE MAINTAINED BY THE CITY OF GILROY.
3. ALL SANITARY SEWER LINES SHOWN IN PRIVATE STREETS SHALL BE PRIVATE AND MAINTAINED BY THE HOMEOWNERS' ASSOCIATION.
4. ALL STORM DRAIN LINES SHOWN IN PRIVATE STREETS SHALL BE PRIVATE AND MAINTAINED BY THE HOMEOWNERS' ASSOCIATION.
5. ALL SANITARY SEWER AND STORM DRAIN SHOWN IN PUBLIC STREETS SHALL BE OWNED AND MAINTAINED BY THE CITY OF GILROY.
6. THE PROJECT WILL INCORPORATE STORM WATER BMP MEASURES FOR STORM WATER QUALITY AND LOW IMPACT DEVELOPMENT ACCORDING TO THE ADOPTED STANDARDS IN PLACE AT THE TIME OF THE FIRST ENTITLEMENT APPROVALS (SPECIFIC PLAN & DEVELOPMENT AGREEMENT, DATED 11/21/2005) THE LAYOUT AND DESIGN OF BMPs ARE SUBJECT TO REFINEMENT DURING FINAL DESIGN.
7. STORM DRAIN PIPE SYSTEM TO BE DESIGNED TO MEET CITY OF GILROY DESIGN STANDARDS TO CONVEY THE 10-YEAR, 24-HOUR STORM PEAK FLOW RATE. THE 100-YEAR, 24-HOUR PEAK FLOW WILL BE CONVEYED BY THE FULL STREET SECTION TO THE DOWNSTREAM STORM WATER BASIN.
8. STORM WATER BASIN DESIGNED FOR DETENTION OF 24-HOUR, 25-YEAR STORM PER CITY OF GILROY DESIGN STANDARDS. THE BASIN WILL BE DESIGNED WITH A REASONABLE OUTLET TO CONNECT TO THE STORM DRAIN PIPE SYSTEM OR NATURAL DRAINAGE CORRIDOR.
9. ALL UTILITIES SHOWN ON THIS PLAN CONFORM TO THE INTENT OF THE UTILITY MASTER PLANS SHOWN IN THE APPROVED TENTATIVE MAP FOR GLEN LOMA RANCH-PHASE I (TM 13-08).
10. UPON APPROVAL BY THE CITY ENGINEER, CURVED SANITARY SEWERS AND STORM DRIANS ARE ALLOWED. DEFLECTION IN MAINS SHALL NOT EXCEED ONE HALF OF THE MANUFACTURERS RECOMMENDATIONS.
11. RECYCLED WATER MAINS SHALL BE SIZED TO SUPPORT THE GLEN LOMA SPECIAL PLAN AREA. ADDITIONAL UPSIZING OF MAINS TO CONFORM TO THE SCRAW RECYCLED WATER MASTER PLAN WILL BE PROVIDED IF A REIMBURSEMENT AGREEMENT HAS BEEN ENTERED INTO BETWEEN SCRAW OF THE OTHER MASTER PLANNED UTILITIES. ALL RECYCLED WATER SHOWN IS PUBLIC AND SHALL BE MAINTAINED BY VALLEY WATER.

<u>PROPOSED</u>	<u>EXISTING/FUTURE</u>
-----------------	------------------------

	STORM DRAIN	
	SANITARY SEWER	
	WATER	
	RECYCLED WATER	
	MANHOLE	
	INLET	
	FIRE HYDRANT	
	ELECTROLIER	
SD	STORM DRAIN	
SDMH	STORM DRAIN MANHOLE	
SS	SANITARY SEWER	
SSMH	SANITARY SEWER MANHOLE	
S	SLOPE	
INV	INVERT ELEVATION	
W-Z2	WATER (ZONE 2)	
W-REC	RECYCLED WATER	



PRELIMINARY STORMWATER SIZING TABLES

Tributary Area Description: Canyon Creek Neighborhood
Project Location: Gilroy, CA
Date: February 2021

Project Name: Canyon Creek Neighborhood
Project Location: Gilroy, CA
Date: February 2021

BMP Volume Calculations - CASQA BMP Handbook Method: CANYON CREEK BASIN

						Unit Basin Storage ² (in)			
DMA	Area (SF)	Imperv Area (SF)	% Imperv	Runoff Coefficient	Soil Type	Reference Rain Gauge	Drainage Area Specific	Design WQ _p (ft ³)	Design WQ _p (cfs)
CC-1	381,909	256,925	67%	0.64	Gravelly Loam (C) and Clay (D)	0.36	0.53	16,709	1.69
Total	381,909	256,925	67%	0.64		0.36	0.53	16,709	1.69

²BMP Sizing Calculation - Combination Flow & Volume Based Method

BMP Sizing Calculation - Combination Flow & Volume Based Method							
SCM Description	Event Duration @ 1/2in (hr)	BMP Area Provided ^a (ft ²)	WQ _v Filtered During To (ft ³)	WQ _v Remaining Volume (ft ³)	Surface Ponding Depth (in)	Required BMP Area	Drawdown Time (hr)
Bioretention	2.63	11,313	10,633	6,076	12	6,076	2

Notes:

1. Unit basin storage factors are based on Appendix D of the 2003 CASQA Stormwater BMP Handbook for 80% capture volume.
2. Combination Flow & Volume Method is based on Appendix B.2 of the Santa Clara Valley Urban Runoff Prevention Program C.3 Handbook, April 2012.

Governing Equations:

$$WQ_v = \frac{(CF)SA}{12} \qquad T_{wq} = \frac{S}{I_{wq}}$$

CF = Rain gauge correction factor

S = Unit Basin Storage (in)

Δ = drainage area (ft^2)

WQ_v = Water quality design volume (ft³)

$$T_{wq} = \frac{S}{I_{wq}}$$

$$T_{WD} = \text{Rain event duration (hr)}$$

$$I_{\text{avg}} = 0.2 \text{ in/hr}$$

$\xi = \text{Unit Basin Storage (in)}$

$$WQ_{VF} = \frac{\text{Area} * T_{WD} * I}{12}$$

$$WO_{VF} = \text{Water quality volume filtered during } T_o \text{ (ft}^3\text{)}$$

$$T_{\text{type}} = \text{Rain event duration (hr)}$$

Area₂ = RMR surface area (ft²)

$I = 8.0$ Design Infiltration Rate (in/hr)

$$T_D = WQ_V \cdot 12$$

1. * Area

$$T_0 = \text{Drying time (hr)}$$

Area = BMP surface area (ft²)

$$WQ_c = Cl_{WQA}$$

43 200

C = W/O Runoff Coefficient

$I_{WQ} = 0.300 \text{ cfs}$

$A = \text{drainage area (ft}^2\text{)}$

WQ₅ = Water quality design flow (cfs)
2 x 24-hr 85th percentile rainfall intensity (in/hr)

STORM WATER MANAGEMENT NOTES:

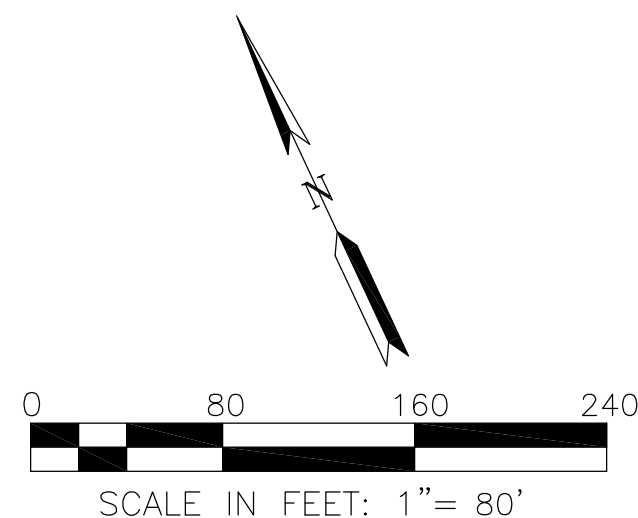
1. THIS STORM WATER RUNOFF MANAGEMENT PLAN IS CONCEPTUAL AND SUBJECT TO REVISION BASED ON FINAL DESIGN.
2. FINAL LOCATION OF UTILITIES AND STORMWATER CONTROL MEASURES WILL BE COORDINATED DURING FINAL DESIGN TO MINIMIZE CONFLICT.
3. ALL STORMWATER CALCULATIONS SHOWN ABOVE ARE PRELIMINARY AND SUBJECT TO CHANGE DURING FINAL DESIGN.
4. CLASS I TRAIL IS EXCLUDED FROM STORMWATER CALCULATIONS PER SCVRPPP C-3 STORM WATER HANDBOOK TABLE 2-2. "SIDEWALKS, BICYCLE LANES AND TRAILS THAT ARE NOT BUILT AS PART OF NEW ROADWAYS OR ARE CONSTRUCTED WITH PERMEABLE SURFACES."
5. THE MALVASIA II NEIGHBORHOOD AND PORTIONS OF MERLOT COURT AND VINADOR PLACE WILL BE TRIBUTARY TO AN EXISTING STORMWATER CONTROL FACILITY CONSTRUCTED AS PART OF TRACT 10520. REFER TO, "STORMWATER RUNOFF MANAGEMENT PLAN FOR NEBBIOLO, MALVASIA II, & THE GLEN TRACT 10520" FOR ANALYSIS. IMPERVIOUS SURFACE AREAS PROPOSED FOR MALVASIA II ARE LESS THAN THE VALUES OF THE ORIGINAL ASSUMPTIONS USED FOR SIZING THE STORMWATER CONTROL FACILITY.

LEGEND

	STREET/PARKING, ROOF, AND HARDSCAPE (100% IMPERVIOUS)
	RESIDENTIAL LOTS (60% IMPERVIOUS)
	DRAINAGE MANAGEMENT AREA BOUNDARY
	STORM DRAIN
	DRAINAGE AREA ID



SEE SHEET 20



PLOT DATE: July 29, 2021
FILE PATH: W:\Jobs\10\102009\Drawings\Prelim\Neighborhoods\Canyon Creek\Tentative Map CSD\19 PRELIMINARY STORMWATER CONTROL PLAN.dwg

TENTATIVE MAP 20-05
PRELIMINARY STORMWATER CONTROL PLAN
CANYON CREEK, ROCKY KNOLL, & MALVASIA II
GLEN LOMA RANCH
THE GLEN LOMA CORPORATION GILROY, CALIFORNIA

[illegible]

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RESOLUTION NO. 2024-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GILROY RECOMMENDING APPROVAL OF TENTATIVE MAP TM 20-05, A SUBDIVISION OF A 41.4+/- ACRE SITE INTO 40 COMPACT SINGLE-FAMILY LOTS IN THE CANYON CREEK NEIGHBORHOOD; SIX LOTS FOR THE CREATION OF 41 TOWNHOUSE UNITS IN THE ROCKY KNOLL NEIGHBORHOOD; AND NINE LOTS FOR THE CREATION OF 42 TOWNHOUSE UNITS IN THE MALVASIA II NEIGHORHOOD, FOR A TOTAL OF 55 RESIDENTIAL LOTS AND 123 RESIDENTIAL UNITS; ONE PUBLIC OPEN SPACE PARCEL FOR THE CONSTRUCTION OF THE SANTA TERESA TRAIL; ONE PUBLIC TRAIL EASEMENT FOR THE ROCKY KNOLL TRAIL; 18 PRIVATE OPEN SPACE PARCELS THAT WILL BE MAINTAINED BY THE HOMEOWNERS' ASSOCIATION; AND ASSOCIATED PUBLIC AND PRIVATE STREETS ON PROPERTY LOCATED NORTHEAST OF SANTA TERESA BOULEVARD, SOUTH AND SOUTHWEST OF WEST LUCHESSA AVENUE (APN # 808-18-032 and 808-58-005), FILED BY GLEN LOMA GROUP/FILICE FAMILY ESTATE, 7888 WREN AVENUE, SUITE D-143, GILROY, CA 95020.

WHEREAS, The Glen Loma Group/Filice Family Estate submitted an application requesting a tentative map to subdivide an approximate 41.4+/- acre site into 40 compact single-family lots in the Canyon Creek neighborhood; six lots for the creation of 41 townhouse units in the Rocky Knoll neighborhood; and nine lots for the creation of 42 townhouse units in the Malvasia II neighborhood, for a total of 55 residential lots and 123 residential units; one public open space parcel for the construction of the Santa Teresa trail; one public trail easement for the Rocky Knoll Trail; 18 private open space parcels that will be maintained by the homeowners' association; and associated public and private streets; and

WHEREAS, the subject property is located within the Glen Loma Ranch Specific Plan area, northeast of Santa Teresa Boulevard, south and southwest of West Luchessa Avenue, commonly known as the Canyon Creek, Rocky Knoll and Malvasia II neighborhoods; and

WHEREAS, on November 7, 2005, the City of Gilroy adopted the Glen Loma Ranch Specific Plan, application GPA 00-01 (Resolution 2005-82); and

WHEREAS, on November 7, 2005, the City of Gilroy adopted and certified an Environmental Impact Report (EIR) and a Mitigation Monitoring Program for the Specific Plan (Resolution 2005-81); and

WHEREAS, on November 21, 2005, the City of Gilroy adopted the Glen Loma Ranch Development Agreement (Ordinance 2005-22); and

WHEREAS, tentative map (TM 20-05) was referred to various public utility companies and City departments, including the City of Gilroy Technical Advisory Committee for recommendations and conditions of approval; and

WHEREAS, the California Environmental Quality Act (CEQA) Guidelines section 15182 (Residential Projects Pursuant to a Specific Plan), exempts residential projects pursuant to a specific plan from further environmental review under CEQA, as long as the project meets the requirements of that section, and City Staff has determined that the proposed residential subdivision meets the requirements of section 15182 such that no further environmental analysis is required by CEQA; and

WHEREAS, the Planning Commission finds that the proposed residential subdivision meets the requirements of CEQA Guidelines section 15182 because:

1. The Gilroy City Council certified the Glen Loma Ranch Specific Plan Environmental Impact Report (EIR) and Mitigation Monitoring Program with adoption of the Glen Loma Ranch Specific Plan on November 7, 2005; and
2. Tentative Map application TM 20-05 is a residential project implementing the approved Glen Loma Ranch Specific Plan and 2005 EIR Mitigation Monitoring Program; and
3. Tentative Map application TM 20-05 was undertaken pursuant to and in conformity with the approved Glen Loma Ranch Specific Plan.

WHEREAS, a mitigation monitoring and reporting plan has been prepared, consistent with the certified EIR; and

WHEREAS, the Planning Commission held a duly noticed public hearing on May 2, 2024, at which time the Planning Commission considered the public testimony, the staff report dated May 2, 2024, the 2005 Glen Loma Ranch Specific Plan, the 2005 Glen Loma Ranch Specific Plan EIR and Mitigation Monitoring Plan, the Gilroy General Plan and Zoning Ordinance, other applicable standards and regulations, and all other documentation related to TM 20-05; and

WHEREAS, the Planning Commission finds that TM 20-05 conforms to the City's General Plan and elements thereof, including the "Glen Loma Ranch Specific Plan" and the "Neighborhood District Policy"; and

WHEREAS, the Planning Commission finds that no additional CEQA analysis is required, and that all 141 conditions including incorporation of the mitigation measures pursuant to the adopted 2005 Environmental Impact Report (EIR) and Mitigation Monitoring Program are necessary to preserve, protect, provide for, and foster the health, safety, and welfare of the citizenry in general and the persons who work, visit or live in this subdivision in particular; and

WHEREAS, in order to deny the map, the Planning Commission would have to make one of the listed findings described in Government Code Section 66474 based upon substantial evidence in the record. The findings are listed below, along with an explanation for each one as to why the Planning Commission cannot make the finding:

A. The proposed subdivision TM 20-05 is not consistent with applicable general and specific plans as specified in 65451.

This Finding cannot be made. The proposed subdivision TM 20-05 is generally consistent with the goals and policies of the City' General Plan, "Glen Loma Specific Plan" and the City's "Neighborhood District Policy";

B. That the design or improvement of the proposed subdivision TM 20-05 is not consistent with applicable general and specific plans.

This Finding cannot be made. The proposed subdivision TM 20-05 is generally consistent with the goals and policies of the City' General Plan, "Glen Loma Specific Plan" and the City's "Neighborhood District Policy."

C. That the site is not physically suitable for the type of development.

This Finding cannot be made. The site is physically suitable for this type of development because it is generally consistent with the City's Zoning Ordinance, Subdivision and Land Development Code;

D. That the site is not physically suitable for the proposed density of development.

This Finding cannot be made. The site is physically suitable for this type of development because it is generally consistent with the City's Zoning Ordinance, the goals and policies of the "Glen Loma Specific Plan" and the City's "Neighborhood District Policy";

E. That the design of the proposed subdivision TM 20-05 or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

This Finding cannot be made. The design of the subdivision and the proposed improvements will not cause substantial environmental damage, or substantially injure fish or wildlife because the site is located within a developed urban context and is not in or adjacent to any sensitive habitat areas;

F. That the design of the subdivision or type of improvements is likely to cause serious public health problems.

This Finding cannot be made. The design of the proposed subdivision TM 20-05 will not cause serious public health problems because the site is located within an urban context and has access to urban services including sewer and water; and

G. That the design of the proposed subdivision TM 20-05 or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. In this connection, the governing body may approve a map if it finds that alternate easements, for access or for use, will be provided, and that these will be substantially equivalent to ones previously acquired by the public. This subsection shall apply only to easements of record or to easements established by judgment of a court of competent jurisdiction and no authority is hereby granted to a legislative body to determine that the public at large has acquired easements for access through or use of property within the proposed subdivision.

This Finding cannot be made. The design of the proposed subdivision TM 20-05 will not conflict with access easements because there are no known existing access easements encumbering this property.

NOW, THEREFORE, BE IT RESOLVED that the City of Gilroy Planning Commission hereby recommends that the City Council:

- a) Based on its independent analysis, determine that the proposed project is exempt from further environmental review pursuant to State CEQA Guidelines section 15182 (Projects Pursuant to a Specific Plan), which exempts residential projects that are consistent with a specific plan for which an environmental impact report was certified; and
- b) Adopt a resolution approving Tentative Map TM 20-05, subject to the findings, conditions, and mitigation measures provided in the draft resolution.

PASSED AND ADOPTED this 2nd day of May 2024 by the following roll call vote:

AYES:

NOES:

ABSENT:

ATTEST:

APPROVED:

Sharon Goei, Secretary

Manny Bhandal, Chairperson

PLANNING CONDITIONS

The following GENERAL conditions authorize specific terms of the project ENTITLEMENT(S).

1.	APPROVED PROJECT: The approval for tentative map TM 20-05 is granted to subdivide an approximate 41.4+/- acre site into 40 compact single-family lots in the Canyon Creek neighborhood; six lots for the creation of 41 townhouse units in the Rocky Knoll neighborhood; and nine lots for the creation of 42 townhouse units in the Malvasia II neighborhood, for a total of 55 residential lots and 123 residential units; one public open space parcel for the construction of the Santa Teresa trail; one public trail easement for the Rocky Knoll Trail; 18 private open space parcels that will be maintained by the homeowners' association; and associated public and private streets on Assessor Parcel No. 808-18-032 and 808-58-005, as shown on Project Plans dated as received by the Planning Division on July 30, 2021 prepared by Ruggeri-Jensen-Azar for the Glen Loma Corporation, dated July 2021, and consisting of 20 sheets. Build-out of the project shall conform to the plans, except as otherwise specified in these conditions. Any future adjustment or modification to the plans, including any changes made at time of improvement plan submittal, shall be considered by the Community Development Director or designee, may require separate discretionary approval by the appropriate decision making body, and shall conform to all City, State, and Federal requirements, including subsequent City Code requirements or policies adopted by City Council.
2.	TENTATIVE MAP EXPIRATION: An approved tentative map or vesting tentative map shall expire twenty-four (24) months from the approval date and may be extended pursuant to the provisions of the Map Act, if the final map is not approved prior to expiration.
3.	CONDITIONS OF APPROVAL: Prior to issuance of any Architectural and Site Review permit, Building Permit, Grading Permit, or Improvement Plan, whichever is first issued, Developer shall include a plan sheet(s) that includes a reproduction of all conditions of approval and mitigation measures of this permit, as adopted by the decision-maker.
4.	INDEMNIFICATION: Developer agrees, as a condition of permit approval, at Developer's own expense, to defend, indemnify, and hold harmless the City of Gilroy ("the City") and its officers, contractors, consultants, attorneys, employees and agents from any and all claim(s), action(s) or proceeding(s) brought against the

	City or its officers, contractors, consultants, attorneys, employees, or agents to challenge, attack, set aside, void or annul the approval of this resolution or any condition attached thereto or any proceedings, acts or determinations taken, including actions taken under the California Environmental Quality Act of 1970, as amended, done or made prior to the approval of such resolution that were part of the approval process.
5.	Failure to appeal this decision in a timely manner, or commencement of any activity related to the project, is understood to clarify Developer's acceptance of all conditions and obligations imposed by this permit and waiving any challenge to the validity of the conditions and obligations stated therein
6.	WATER LIMITATIONS: Developer shall be advised that the approval is subject to the drought emergencies provisions pursuant to the Gilroy City Code Chapter 27.98.
MITIGATION MEASURES. The following Mitigation Measures are included as conditions of approval, pursuant to the adopted 2005 Glen Loma Ranch Specific Plan EIR and Mitigation Monitoring Program, in conformance with the California Environmental Quality Act.	
7.	Unless eliminated by the city council in compliance with the California Environmental Quality Act, all EIR mitigation measures shall be implemented in accordance with the adopted 2005 Glen Loma Ranch Specific Plan EIR and Mitigation Monitoring Program.
8.	(corresponds to EIR Mitigation Measure 3) Project proponents shall specify in project plans the implementation of the following dust control measures during grading and construction activities for any proposed development. The measures shall be implemented as necessary to adequately control dust, subject to the review and approval by the City of Gilroy Engineering Division: The following measures shall be implemented at all construction sites: • Water all active construction areas at least twice daily; • Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard; • Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites; • Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites; and • Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.

	The following measures shall be implemented at all construction sites greater than four acres in area: • Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more); • Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.); • Limit traffic speeds on unpaved roads to 15 mph; • Install sandbags or other erosion control measures to prevent silt runoff to public roadways; and • Replant vegetation in disturbed areas as quickly as possible. The following measures are strongly encouraged at construction sites that are large in area, located near sensitive receptors or which for any other reason may warrant additional emission reductions: • Install wheel washers for all existing trucks, or wash off the tires or tracks of all trucks and equipment leaving the site; • Install wind breaks, or plant trees/vegetative wind breaks at windward side(s) of construction areas; • Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 miles per hour; and • Limit the area subject to excavation, grading and other construction activity at any one time.
9.	(corresponds to EIR Mitigation Measure 5) Subject to the review of the City of Gilroy Planning Division, no more than 30 days prior to commencement of grading or construction activities for development proposed in or adjacent to potential nesting habitat (i.e., riparian woodland and oak woodland), a tree survey shall be conducted by a qualified biologist to determine if active nest(s) of protected birds are present in the trees. Areas within 200 feet of the construction zone that are not within the control of the applicant shall be visually assessed from the project site. This survey shall be required only if any construction would occur during the nesting and/or breeding season of protected bird species potentially nesting in the tree (generally March 1 through August 1). If active nest(s) are found, clearing and construction within 200 feet of the tree, or as recommended by the qualified biologist, shall be halted until the nest(s) are vacated and juveniles have fledged and there is no evidence of a second attempt at nesting, as determined by the qualified biologist. If construction activities are not scheduled between March 1 and August 1, no further shrike or tree surveys shall be required.
10.	(corresponds to EIR Mitigation Measure 6) Subject to the review of the City of Gilroy Planning Division, no more than 30 days

	prior to commencement of grading or construction activities for development proposed in or adjacent to potential roost habitat (i.e., riparian woodland and oak woodland), pre-construction surveys for bat roosts shall be performed by a qualified biologist. If bat roost sites are found, the biologist shall implement a program to remove/displace the bats prior to the removal of known roost sites. In addition, an alternate roost site shall be constructed in the vicinity of the known roost site. Specifications of the alternate roost shall be determined by a bat specialist.
11.	(corresponds to EIR Mitigation Measure 8) Prior to approval of each tentative map or use permit, project plans for future development on the project site shall be designed to avoid unnecessary filling or other disturbance of natural drainage courses and associated oak/riparian woodland vegetation to the greatest extent feasible, subject to review and approval of the City of Gilroy Planning Division. In the event that disturbance of site drainages and associated oak/riparian woodland vegetation cannot be avoided (i.e., Reservoir Canyon Creek Bridge construction, culverts, storm drain outfalls, etc.), authorization from the California Department of Fish and Game through Section 1600 et. seq. of the Fish and Game Code and/or the U.S. Army Corps of Engineers through Section 404 of the Clean Water Act and the Regional Water Quality Control Board through Section 401 of the Clean Water Act shall be obtained, if required, prior to issuance of building or grading permits for any activity that might encroach on the site's drainages. Conditions imposed on these permits and/or authorizations may include but not be limited to the following: • Construction work shall be initiated and completed during the summer and fall months when the drainages are dry, or at least have a very low flow. Typically, no construction work shall be allowed between October 15th and April 15th. • A Habitat Restoration Plan shall be prepared to identify the exact amount and location of affected and replacement habitat, to specify on-site revegetation with locally-obtained native species within the buffer areas to mitigate habitat loss, and to provide specifications for installation and maintenance of the replacement habitat. Any loss of riparian or wetland vegetation resulting from construction activities shall be mitigated on-site at a minimum 3:1 replacement ratio.
12.	(corresponds to EIR Mitigation Measure 9) Any loss of oak and/or riparian woodland habitat resulting from development shall require the project proponent to retain a qualified biologist to prepare a Habitat Restoration Plan to identify the exact amount and location of affected and replacement habitat, specify an appropriate plant palette, and provide specifications for installation and maintenance of the replacement habitat. Replacement vegetation shall consist of locally-obtained native plant species. Any loss of riparian woodland vegetation shall be mitigated on-site at a minimum of 3:1 replacement

	ratio, unless otherwise determined by the Department of Fish and Game and the City of Gilroy. Any loss of oak woodland vegetation shall require preservation of on-site oak woodland at a ratio of 3:1 and replanting on-site at a ratio of 1:1, unless otherwise determined by the Department of Fish and Game and the City of Gilroy. The Habitat Restoration Plan shall be prepared prior to issuance of building or grading permits for any activity requiring removal of oak and/or riparian woodland habitat, subject to review and approval of the City of Gilroy Planning Division and California Department of Fish and Game.
13.	(corresponds to EIR Mitigation Measure 10) Prior to commencement of construction activities associated with Reservoir Canyon Creek Bridge, the project proponent responsible for construction of the bridge shall arrange for a qualified biologist to monitor bridge construction activities to ensure there are no impacts to wetlands and associated oak/riparian woodland habitat.
14.	(corresponds to EIR Mitigation Measure 13) Prior to issuance of grading and/or building permits, subject to the review of the Gilroy Planning Division, the project applicant shall install siltation fencing, hay bales, or other suitable erosion control measures along portions of natural and manmade drainage channels in which construction will occur and within 20 feet of construction and/or staging areas in order to prevent sediment from filling the creek.
15.	(corresponds to EIR Mitigation Measure 14) Prior to issuance of grading and/or building permits, the project proponent of any future development on the project site shall submit a Landscape Plan, for review and approval by the City of Gilroy Planning Division. Landscaping plans for areas adjacent to riparian habitat shall include appropriate guidelines to prevent contamination of drainages and their associated riparian habitat by pesticides, herbicides, fungicides, and fertilizers. Landscaping shall include appropriate native plants species and should not include plantings of non-native, invasive plant species.
16.	(corresponds to EIR Mitigation Measure 16) A schematic lighting plan shall be submitted with each development proposal for review and approval by the Planning Division. Exterior lighting for any development proposed adjacent to open space areas shall be of low stature (i.e., 20 feet) and shall be of a full cutoff design or include opaque shields to reduce illumination of the surrounding landscape. Lighting shall be directed away from open space areas.

17.	(corresponds to EIR Mitigation Measure 17) Prior to approval of a tentative map for each phase of the proposed project containing or adjacent to preserved natural open space areas, a signage plan shall be prepared to outline the language, number and location of signs to dissuade people from straying off trails and to prohibit unleashed dogs in the open space areas, subject to approval by the City of Gilroy Planning Division.
18.	(corresponds to EIR Mitigation Measure 19) Prior to commencement of construction activities, the protected zone of any trees or groups of trees to be retained shall be fenced to prevent injury to the trees during construction. Soil compaction, parking of vehicles or heavy equipment, stockpiling of construction materials, and/or dumping of materials shall not be allowed within the protected zone. The fencing shall remain in place until all construction activities are complete.
19.	(corresponds to EIR Mitigation Measure 20) Project proponents shall submit a soils investigation prepared by a qualified soils engineer for future development on the project site. The recommendation of the soils investigation shall be incorporated into final building plans, subject to the review and approval by the Gilroy Engineering Division prior to approval of any building permits.
20.	(corresponds to EIR Mitigation Measure 21) The project applicant shall design all structures in accordance with the Uniform Building Code for seismic design. In addition, all recommendations in the geotechnical reports prepared for the project shall be implemented. Structural design is subject to the review and approval by the Gilroy BLES Division prior to the issuance of building permits.
21.	(corresponds to EIR Mitigation Measure 24) The project applicant for any proposed development on the project site, shall, for each phase of the development, submit a Notice of Intent (NOI) and detailed engineering designs to the Central Coast RWQCB. The associated permit shall require development and implementation of a SWPPP that uses storm water “Best Management Practices” to control runoff, erosion and sedimentation from the site. The SWPPP must include Best Management Practices that address source reduction and, if necessary, shall include practices that require treatment. The SWPPP shall be submitted to the City of Gilroy Engineering Division for review and approval prior to approval of a building permit for each phase of the project.

22.	(corresponds to EIR Mitigation Measure 25) The project applicant shall submit plans for review by, and obtain an approved permit from, the Santa Clara Valley Water District for any work that requires a permit from the water district.
23.	(corresponds to EIR Mitigation Measure 26) Future applicants in the Glen Loma Ranch specific plan area shall prepare a post-construction storm water management plan, subject to the review and approval of the Gilroy Engineering Division prior to the approval of final improvement plans, that shall include structural and non-structural best management practices (BMPs) for the reduction of pollutants in storm water to the maximum extent practicable.
24.	(corresponds to EIR Mitigation Measure 28) Prior to issuance of a grading permit for all areas within the Specific Plan area, the following measures shall be incorporated into the project plans to mitigate construction noise, subject to the review and approval of the City of Gilroy Engineering Division: a. Construction shall be limited to weekdays between 7 AM and 7 PM and Saturdays and holidays between 9 AM and 7 PM, with no construction on Sundays; b. All internal combustion engine-driven equipment shall be equipped with mufflers that are in good condition and appropriate for the equipment; and c. Stationary noise-generating equipment shall be located as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project area.
25.	(corresponds to EIR Mitigation Measure 34) Signalize the Santa Teresa Boulevard/Fitzgerald Avenue intersection and add eastbound and westbound left turn lanes. The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase II.
26.	(corresponds to EIR Mitigation Measure 35) Add a northbound left turn lane to the Uvas Park Drive/Miller Avenue intersection. The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building

	permit in Phase II.
27.	(corresponds to EIR Mitigation Measure 37) Add second eastbound and westbound left turn lanes to the Santa Teresa Boulevard/First Street intersection. The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.
28.	(corresponds to EIR Mitigation Measure 39) Signalize the Uvas Park Drive/Miller Avenue intersection and add northbound and southbound left-turn lanes. The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III. Note: This intersection would operate at LOS C during the AM and PM peak hours with implementation of this improvement. However, under General Plan Buildout Conditions, the Tenth Street Bridge would be required to be constructed. With the Tenth Street Bridge, this intersection would operate at LOS A during the AM peak hour and LOS C during the PM peak hour with NO improvements, e.g. signalization and lane additions. Therefore, the mitigation measure identified above would not be required under General Plan Buildout Conditions, assuming the Tenth Street Bridge were constructed. One option would be to only add the northbound left-turn lane as recommended in the previous scenario (Background Plus Project Phases I and II) and consider LOS E as an acceptable short term level of service for this intersection. Another option is to implement the mitigation measure above (signalize the intersection and add the left-turn lanes, which would improve operations to LOS C during the AM and PM peak hours), with the knowledge that the signal could be removed once the Tenth Street Bridge is constructed at General Plan Buildout Conditions.
29.	(corresponds to EIR Mitigation Measure 41) If the Thomas Road/Luchessa Avenue intersection was converted to a one lane modern roundabout, add a second lane to the roundabout and widen the Luchessa Avenue Bridge to four lanes. This would result in LOS A during both the AM and PM peak hours.

	OR If the Thomas Road/Luchessa Avenue intersection was signalized and a northbound right turn lane was added, add a second westbound left turn lane and westbound through lane and widen the Luchessa Avenue Bridge to four lanes. The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.
30.	(corresponds to EIR Mitigation Measure 43) Add second northbound and westbound left turn lanes at the Monterey Street/Luchessa Avenue intersection. The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.
31.	(corresponds to EIR Mitigation Measure 44) Add an eastbound and westbound through lane on First Street at its intersection with Santa Teresa Boulevard. The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.
32.	(corresponds to EIR Mitigation Measure 50) Residential fire sprinklers shall be installed in all residences within the specific plan area over 3,000 square feet, including single-family and multi-family town homes or apartments, and residential clusters with more than 25 units that lack secondary access. Residential fire sprinklers shall be installed prior to occupancy. Prior to approval of future development projects within the specific plan area, the City Fire Marshal may require that all residences have residential fire sprinkler systems, regardless of conditions stated above, especially if streets are narrow, buildings are closely spaced, emergency response time is not met, there is inadequate fire flow, building are adjacent to natural areas, or other conditions exist that could hinder the ability of the City of Gilroy Fire Department to perform fire suppression acts in such case they would be needed. The sprinklers shall be designed and installed in accordance with City of Gilroy Fire Department policies.

33.	(corresponds to EIR Mitigation Measure 52) The Glen Loma Ranch Homeowner's Association shall take full responsibility for management and maintenance of the preserved open space areas within the project site. Seasonal vegetation management should be scheduled to occur at the end of the rainy season and consistent with the annual weed abatement resolution. The HOA should implement any vegetation management in the Preserved Open Spaces and Fuel Transition Zones at the beginning of the weed abatement season. This language shall be included in the HOA conditions, covenants, and restrictions.
<i>The following conditions shall be addressed prior to issuance of any GRADING PERMIT or IMPROVEMENT PLAN.</i>	
34.	CONDITIONS OF APPROVAL: As part of any future project submittals (e.g., Final Map, Building Permit), developer shall include a plan sheet(s) that includes a reproduction of all mitigation measures and conditions of approval of this permit, as adopted by the City Council.
<i>The following conditions shall be met prior to tract acceptance.</i>	
35.	ON- AND OFF-SITE IMPROVEMENTS: Prior to tract acceptance, Developer shall complete all required offsite and onsite improvements related to the project, including structures, paving, and landscaping, unless otherwise allowed by the Community Development Director, or stated in these conditions.
<i>The following conditions shall be met prior to the approval of the FINAL MAP or PARCEL MAP, or other deadline as specified in the condition.</i>	
36.	TENTATIVE MAP: The approved tentative map shall expire twenty-four (24) months from the approval date and may be extended pursuant to the provisions of the Subdivision Map Act and Gilroy City Code section 21.41 (i), if the final map is not approved prior to expiration.
37.	HOMEOWNERS' ASSOCIATION: Developer shall establish Homeowners' Associations (HOA) for the Rocky Knoll and Malvasia II neighborhoods or annex these neighborhoods into the existing Glen Loma Ranch HOA. The HOAs shall be responsible for the maintenance and enforcement of parking, private streets, landscaping, recreation and other interior areas held in common by the HOA. Such responsibilities shall be provided within the Covenants, Conditions, and Restrictions (CC&Rs) for the development. The City shall review all CC&Rs prior to recordation.
38.	COVENANTS, CONDITIONS, AND RESTRICTIONS: Any covenants, conditions, and restrictions (CC&Rs) applicable to the project property shall be consistent with

	the terms of this permit and the City Code. If there is a conflict between the CC&Rs and the City Code or this permit, the City Code or this permit shall prevail.
The following conditions shall be complied with AT ALL TIMES DURING THE CONSTRUCTION PHASE OF THE PROJECT, or as <i>otherwise specified in the condition.</i>	
39.	CONSTRUCTION RELATED NOISE: To minimize potential construction-related impacts to noise, Developer shall include the following language on any grading, site work, and construction plans issued for the subject site “During earth-moving, grading, and construction activities, Developer shall implement the following measures at the construction site: a. Limit construction activity to weekdays between 7:00 a.m. and 7:00 p.m., and on Saturdays between 9:00 a.m. and 7:00 p.m. Construction noise is prohibited on Sundays and City-observed holidays; b. Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project area; c. Construct sound walls or other noise reduction measures prior to developing the project site; d. Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment; e. Prohibit all unnecessary idling of internal combustion engines; f. Utilize “quiet” models of air compressors and other stationary noise sources where technology exists; and g. Designate a “disturbance coordinator” who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g. bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem.”
40.	CONSTRUCTION RELATED AIR QUALITY: To minimize potential construction-related impacts to air quality, Developer shall require all construction contractors to implement the basic construction mitigation measures recommended by the Bay Area Air Quality Management District (BAAQMD) and shall include the following language on any grading, site work, and construction plans issued for the project site “During earth-moving, grading, and construction activities, Developer shall implement the following basic control measures at the construction site:

	a. All exposed surfaces (e.g. parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day; b. All haul trucks transporting soil, sand, or other loose material onsite or offsite shall be covered; c. All visible mud or dirt tracked out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited; d. All vehicle speeds on unpaved roads or pathways shall be limited to 15 miles per hour; e. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used; f. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points; g. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator; and h. Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations."
41.	DISCOVERY OF CONTAMINATED SOILS: If contaminated soils are discovered, the Developer will ensure the contractor employs engineering controls and Best Management Practices (BMPs) to minimize human exposure to potential contaminants. Engineering controls and construction BMPs will include, but not be limited to, the following: a. Contractor employees working on-site will be certified in OSHA's 40-hour Hazardous Waste Operations and Emergency Response (HAZWOPER) training; b. Contractor will stockpile soil during development activities to allow for proper characterization and evaluation of disposal options; c. Contractor will monitor area around construction site for fugitive vapor emissions with appropriate filed screening instrumentation; d. Contractor will water/mist soil as it is being excavated and loaded onto transportation trucks; e. Contractor will place any stockpiled soil in areas shielded from prevailing winds; and f. Contractor will cover the bottom of excavated areas with sheeting when work is not being performed.

42.	DISCOVERY OF PALEONTOLOGICAL RESOURCES: In the event that a fossil is discovered during construction of the project, excavations within 50' of the find shall be temporarily halted or delayed until the discovery is examined by a qualified paleontologist, in accordance with the Society of Vertebrate Paleontology standards. The City shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. If the find is determined to be significant and if avoidance is not feasible, the paleontologist shall design and carry out a data recovery plan consistent with the Society of Vertebrate Paleontology standards.
43.	DISCOVERY OF ARCHAEOLOGICAL RESOURCES: In the event of an accidental discovery of archaeological resources during grading or construction activities, Developer shall include the following language on any grading, site work, and construction plans issued for the project site: "If archaeological or cultural resources are discovered during earth-moving, grading, or construction activities, all work shall be halted within at least 50 meters (165 feet) of the find and the area shall be staked off immediately. The monitoring professional archaeologist, if one is onsite, shall be notified and evaluate the find. If a monitoring professional archaeologist is not onsite, the City shall be notified immediately and a qualified professional archaeologist shall be retained (at Developer's expense) to evaluate the find and report to the City. If the find is determined to be significant, appropriate mitigation measures shall be formulated by the professional archaeologist and implemented by the responsible party."
44.	DISCOVERY OF HUMAN REMAINS: In the event of an accidental discovery or recognition of any human remains, Developer shall include the following language in all grading, site work, and construction plans: "If human remains are found during earth-moving, grading, or construction activities, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of Santa Clara County is contacted to determine that no investigation of the cause of death is required. If the coroner determines the remains to be Native American the coroner shall contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendent (MLD) from the deceased Native American. The MLD may then make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and associated grave goods as provided in Public Resources Code Section 5097.98. The landowner or his authorized representative shall rebury the Native American human remains and

	associated grave goods with appropriate dignity on the property in a location not subject to further disturbance if: a) the Native American Heritage Commission is unable to identify a MLD or the MLD failed to make a recommendation within 24 hours after being notified by the commission; b) the descendent identified fails to make a recommendation; or c) the landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.”
<u>ENGINEERING CONDITIONS</u>	
45.	GENERAL - At first improvement plan submittal, utility sheets shall show appropriate line types and labels to identify different type of utilities and pipe sizes. Clearly identify both public and private utilities.
46.	GENERAL - Improvement plans (as second sheet in plan set) shall contain Approved Conditions of Approval.
47.	GENERAL - Improvement plans shall include General Notes found in the City of Gilroy General Guidelines. A complete set of improvement plans shall consist of Civil site design, landscape site design, Electrical, Joint Trench.
48.	GENERAL - Improvement plan cover sheet shall include a table summarizing all facilities (Streets, Utilities, Landscaping, etc.), showing the ownership of all facilities, and the maintenance responsibilities of all facilities.
49.	GENERAL - The applicant shall obtain all applicable permits from federal, state, and local agencies as required to construct the proposed improvements. A copy of these permits will be provided prior to building permits for that phase/tract.
50.	GENERAL – Improvement plans are required for both on-site and off-site improvements.
51.	GENERAL - Existing overhead utilities shall be undergrounded and related utility poles removed along the property frontage
52.	GENERAL - All existing public utilities shall be protected in place and if necessary, relocated as approved by the City Engineer. No permanent structure is permitted within City easements without the approval of the City of Gilroy.

53.	GENERAL - Prior to any work within public right of way or City easement, the developer shall obtain an encroachment permit from the City.
54.	Intentionally Left Blank
55.	GENERAL - All improvements shall be designed and constructed in accordance with the City of Gilroy Municipal Code and Standard Specifications and Details, and is subject to all laws of the City of Gilroy by reference. Street improvements and the design of all off-site storm drainage facilities, sewer and water lines, and all street sections shall be in accordance with City Standards and shall follow the most current City Master Plan for streets, as approved by the City of Gilroy's Public Works Director/City Engineer.
56.	GENERAL - Prior to issuance of any building permits, developer shall submit for City approval water, sewer and storm drain studies for the development. These studies shall provide supporting hydraulic calculation for pipe sizing per City standard design guideline.
57.	GENERAL - At first improvement plan submittal, developers engineer shall submit a calculation for sanitary sewer and water generation per the City's Master Plan design criteria.
58.	FEE - The project is subject to the City's Street Tree, Storm, Sewer, Water, Traffic, and Public Facilities Development Impact Fees. Latest City impact fee schedule is available on the City's website. Payment of development impact fees will be required for each unit prior to permit issuance and shall be based on the current comprehensive fee schedule in effect at the time of fee payment, consistent with and in accordance with City policy.
59.	FEE - Prior to plan approval, developer shall submit a detailed project cost estimate by the project engineer, subject to City Engineer approval. Cost estimate shall be broken out into on-site and off-site improvements.
60.	FEE - Prior to final map approval, Developer shall pay 100% of the plan check and processing fees and other related fees that the property is subject to, enter into a property improvement agreement, and provide payment and performance bonds each for 100% of the cost for improvements with the City that shall secure the construction of the improvements. Insurance shall be provided per the terms of the agreement.

61.	GRADING & DRAINAGE - All grading activity shall address National Pollutant Discharge Elimination System (NPDES) concerns. If all or part of the construction occurs during the rainy season, the developer shall submit an Erosion Control Plan to the Public Works Director for review and approval. This plan shall incorporate erosion control devices and other techniques in accordance with Municipal Code § 27C to minimize erosion. Specific measures to control sediment runoff, construction pollution and other potential construction contamination shall be addressed through the Erosion Control Plan and Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall supplement the Erosion Control Plan and project improvement plans. These documents shall also be kept on-site while the project is under construction. A Notice of Intent (NOI) shall be filed with the State Water Resources Control Board, with a copy provided to the Engineering Division before a grading permit will be issued. WDID# shall be added to the grading plans prior to plan approval.
62.	GRADING & DRAINAGE - Prior to building permit issuance, the applicant's Geotechnical Engineer shall review the final grading, pavement design and drainage plans to ensure that said designs are in accordance with their recommendations and the peer review comments. The applicant's Geotechnical engineer's approval shall then be conveyed to the City either by letter or by signing the plans.
63.	GRADING & DRAINAGE - At first improvement plan submittal, the developer shall submit a Storm Water Management Plan (SWMP) prepared by a registered Civil Engineer. The SWMP shall analyze the existing and ultimate conditions and facilities, and the study shall include all off-site tributary areas. Study and the design shall be in compliance with the City's Stormwater Management Guidance Manual (latest edition). Existing offsite drainage patterns, i.e., tributary areas, drainage amount and velocity shall not be altered by the development.
64.	GRADING & DRAINAGE - All grading and improvement plans shall identify the vertical elevation datum, date of survey, and surveyor.
65.	GRADING & DRAINAGE - Improvement and grading plans shall show existing topo and features at least 50' beyond the project boundary. Clearly show

	existing topo, label contour elevations, drainage patterns, flow lines, slopes, and all other property encumbrances.
66.	GRADING & DRAINAGE – Geotechnical Engineer to confirm infiltration rates by conducting Double Ring Infiltrometer Testing with appropriate safety factors of all stormwater detention and/or retention facilities.
67.	PUBLIC IMPROVEMENTS – Prior to Final Map approval, developer shall execute a property improvement agreement and post Payment and Performance bonds each for 100% of cost for improvement with the City that shall secure the construction of the public improvements. Insurance shall be provided per the terms of the agreement.
68.	PUBLIC IMPROVEMENTS - The developer shall repair or replace all existing damaged improvements not designated for removal and all new improvements that are damaged or removed because of developer's operations. Developer shall request a walk-through with the Engineering Construction Inspector before the start of construction to verify existing conditions.
69.	CONSTRUCTION - Recycled water shall be used for construction water, where available, as determined by the Public Works Director. Recycled water shall be billed at the municipal industrial rate based on the current Santa Clara Valley Water District's Valley Water's municipal industrial rate.
70.	CONSTRUCTION - All construction water from fire hydrants shall be metered and billed at the current hydrant meter rate.
71.	CONSTRUCTION - The City shall be notified at least ten (10) working days prior to the start of any construction work and at that time the contractor shall provide a project schedule and a 24-hour emergency telephone number list.
72.	CONSTRUCTION - Construction activity shall be restricted to the period between 7:00 a.m. to 7:00 p.m. Mondays through Fridays, Saturday 9:00 a.m. to 7:00 p.m. for general construction activity. No work shall be done on Sundays and City Holidays. The Public Works Director will apply additional construction period restrictions, as necessary, to accommodate standard commute traffic along arterial roadways and along school commute routes.

73.	CONSTRUCTION - All work shown on the improvement plans, if applicable, shall be inspected. Uninspected work shall be removed as deemed appropriate by the Public Works Director.
74.	CONSTRUCTION - If the project has excess fill or cut that will be off-hauled to a site or on-hauled from a site within the city limits of Gilroy, an additional permit is required. This statement must be added as a general note to the Grading and Drainage Plan.
75.	CONSTRUCTION - It is the responsibility of the contractor to make sure that all dirt tracked into the public right-of-way is cleaned up on a daily basis. Mud, silt, concrete and other construction debris shall not be washed into the City's storm drains.
76.	CONSTRUCTION - At least one week prior to commencement of work, the Developer shall post at the site and mail to the Engineering Division and to owners of property within (300') three hundred feet of the exterior boundary of the project site a notice that construction work will commence on or around the stated date. The notice shall include a list of contact persons with name, title, phone number and area of responsibility. The person responsible for maintaining the list shall be included. The list shall be current at all times and shall consist of persons with authority to initiate corrective action in their area of responsibility. The names of individuals responsible for dust, noise and litter control shall be expressly identified in the notice.
77.	CONSTRUCTION - Prior to final inspections, all pertinent conditions of approval and all improvements shall be completed to the satisfaction of the Planning Director and City Engineer.
78.	TRANSPORTATION - Any work in the public right-of-way shall require a traffic control plan prepared by a licensed professional engineer with experience in preparing such plans. Traffic Control Plan shall be prepared in accordance with the requirements of the latest edition of the California Manual on Uniform Traffic Control Devices. The Traffic Control Plan shall be approved prior to the commencement of any work within the public right of way.
79.	UTILITIES - The Developer/Contractor shall make accessible any or all City utilities as directed by the Public Works Director.

PROJECT SPECIFIC ENGINEERING CONDITIONS OF APPROVAL

80.	FEE – The project is subject to the City’s Street Tree, Storm, Sewer, Water, Traffic, and Public Facilities Development Impact Fees. The latest City impact fee schedule is available on the City website. Payment of Impact Fees is required at the time of each building prior to Grading permit issuance. Fees shall be based on the current comprehensive fee schedule in effect at the time of fee payment, consistent with and in accordance with City policy. The following are approximate impact fees, estimated when the project was proposed to the Planning Commission. i. Street Tree Development = \$4,548 ii. Storm Development = \$40,046 iii. Sewer Development = \$909,093 iv. Water Development = \$233,454 v. Traffic Impact = \$1,336,272 vi. Public Facilities = \$2,410,677 Actual fees will be based on Final Design information and the Current Comprehensive Fee Schedule in effect at the time of fee payment, consistent with and in accordance with City policy.
81.	FEE - At first improvement plan submittal, Developer shall submit to Public Works a \$25,000 (Twenty-Five Thousand) initial deposit for plan check and processing. This deposit will be credited/accounted for toward final plan check and inspection fee.
82.	GENERAL - No building permits shall be issued until the Final Map is recorded.
83.	GENERAL - The approved construction schedule shall be shared with Gilroy Unified School District (GUSD) to avoid traffic impacts to surrounding school functions. An approved construction information handout(s) shall also be provided to GUSD to share with school parents.
84.	GENERAL - A current Title Report dated within the last six months, shall be submitted with the first submittal improvement plans. An existing site plan shall be submitted showing all existing site conditions and title report easements. Include bearings and distances for all Right of Way and Easements on the plans.

85.	GENERAL - The Developer shall provide a “composite plan” showing Civil, Landscape, Electrical, and Joint Trench design information (as a separate sheet titled “Composite Plan”) to confirm that there are no conflicts.
86.	Intentionally Left Blank
87.	GENERAL - At first submittal, developer shall provide a Geotechnical report that includes pavement section recommendations for all public and private street pavement sections.
88.	GRADING & DRAINAGE - All grading operations and soil compaction activities shall be per the approved project’s design level geotechnical report. All grading activities shall be conducted under the observation of, and tested by, a licensed geotechnical engineer. A report shall be filed with the City of Gilroy for each phase of construction, stating that all grading activities were performed in conformance with the requirements of the project’s geotechnical report. The developer shall add this condition to the general notes on the grading plan
89.	PUBLIC IMPROVEMENTS – All work in the public right of way, or for public use, shall require an encroachment permit issued by Public Works, and shall be contained in one set. Plans are to be submitted to Public Works for review and approval.
90.	PUBLIC IMPROVEMENTS – Offsite improvement plans shall be completed per the Public Works Engineering Checklist found in the Public Works, Engineering, portion of the City’s website. Partial submittals shall not be accepted. Applicant shall make a pre-submittal appointment with the Public Work Land Development Section, to review that all submittal applications items are complete.
91.	PUBLIC IMPROVEMENTS – Prior to Final Map Approval, the developer shall obtain design approval and bond for all necessary improvements. All improvements must be built to the city Engineer’s satisfaction prior to issuance of the last certificate of occupancy
92.	PUBLIC IMPROVEMENTS - Trail, landscaping, and frontage improvements along Santa Teresa Blvd., Canyon Creek, and Luchessa Ave shall be constructed with the contiguous Final Map and Improvement Plans.

93.	PUBLIC IMPROVEMENTS - The current layout may conflict with future Santa Teresa Blvd plan line widening. At first plan submittal, Santa Teresa Blvd. frontage improvements cannot conflict with future Santa Teresa Blvd. plan line widening improvements. At first plan submittal, show complete cross sections from the property line to existing Santa Teresa Blvd. including the proposed widened of Santa Teresa.
94.	Intentionally Left Blank
95.	PUBLIC IMPROVEMENTS – At first plan submittal, provide all sight distance exhibits showing adequate sight distance.
96.	PUBLIC IMPROVEMENTS - The developer shall microsurface W. Luchessa from Santa Teresa Blvd prior to project acceptance.
97.	CONSTRUCTION - All portions of the site subject to blowing dust shall be watered as often as deemed necessary by the City, or a minimum of three times daily. Streets will be cleaned by street sweepers or by hand as often as deemed necessary by the Public Works Director, or at least once a day.
98.	Intentionally Left Blank
99.	CONSTRUCTION - The minimum soils sampling and testing frequency shall conform to Chapter 8 of the Caltrans Construction Manual. The subdivider shall require the soils engineer to daily submit all testing and sampling and reports to the City Engineer.
100.	CONSTRUCTION – Prior to Final Map approval, the Developer/Applicant shall submit a proposed construction phasing and schedule for approval by the City Engineer. Schedule format shall be Microsoft Prospect, and shall identify the scheduled critical path for the installation of improvements. The schedule shall be updated weekly.
101.	CONSTRUCTION - Grading operations between October 15 and April 15 will require a winterized grading and erosion control plan to be submitted to the Department of Public Works for approval. Grading activities will not be allowed unless the winterized grading permit is approved by Public Works. The plan shall include (at a minimum) the following items:

	- Specify the work to be conducted during the winter months with estimated number of working days to complete activity and the type of equipment to be used. - Provide a general schedule of the proposed work activities with a written narrative/description of work that includes the procedures for completing said work. - Show how the entire site will be protected “Winterized” from sediment erosion and transport and show how all exposed soil will be managed. - Show temporary sediment basins to be used for collecting stormwater. Sediment basins shall be sized appropriately and calculations shall be provided as part of the plan submittal. - Provide details of the temporary sediment basin’s erosions control measures such as sediment berms, Hydroseeding, and bank stabilization. - On a single plan sheet, show the entire site at an appropriate scale sufficient to make grading information legible with the location of temporary sediment basins, overland flow arrows indicating flow to the temporary sediment basins, and indicate the discharge locations.
102.	CONSTRUCTION PARKING - No vehicle having a manufacturer's rated gross vehicle weight exceeding ten thousand (10,000) pounds shall be allowed to park on the portion of a street which abuts property in a residential zone without prior approval from the Public Works Director (§ 15.40.070).
103.	TRANSPORTATION – At first plan submittal, developer shall submit on-site and off-site photometric plans.
104.	TRANSPORTATION - At first plan submittal developer shall model all Solid Waste Vehicle circulation movements, as a separate plan sheet. The circulation plan shall be prepared to the City Engineer’s satisfaction, and modeled with AutoTurn swept analysis software, all turning and street circulation movements.
105.	TRANSPORTATION - At first plan submittal developer shall model all Emergency Vehicle circulation movements, as a separate plan sheet. The circulation plan shall be prepared to the City Engineer’s satisfaction, and modeled with AutoTurn swept analysis software, all turning and street circulation movements.
106.	TRANSPORTATION – Applicant shall obtain a letter from Recology confirming serviceability and site accessibility of solid waste pickup, Contact Lisa Patton, Operations Manager 408-846-4421. Include Recology letter with first building permit submittal.

107.	TRANSPORTATION - Developer shall design driveway grades to keep a standard design vehicle from dragging or “bottoming out” on the street or driveway and to keep water collected in the street from flowing onto the lots. The details of such design shall be provided at improvement plan phase and shall be to the satisfaction of the City Transportation Engineer.
108.	UTILITIES – All new services to the development shall be "underground service" designed and installed in accordance with the Pacific Gas and Electric Company, AT&T (phone) Company and local cable company regulations. Transformers and switch gear cabinets shall be placed underground unless otherwise approved by the Planning Director and the City Engineer. Underground utility plans must be submitted to the City prior to installation.
109.	UTILITIES - The following items will need to be completed prior to first building permit submittal: a. The Developer shall provide joint trench composite plans for the underground electrical, gas, telephone, cable television, and communication conduits and cables including the size, location and details of all trenches, locations of building utility service stubs and meters and placements or arrangements of junction structures as a part of the Improvement Plan submittals for the project. Show preferred and alternative locations for all utility vaults and boxes if project has not obtained PG&E approval. A licensed Civil or Electrical Engineer shall sign the composite drawings and/or utility improvement plans. (All dry utilities shall be placed underground). b. The Developer shall negotiate right-of-way with Pacific Gas and Electric and other utilities subject to the review and approval by the Engineering Division and the utility companies. c. Will Serve Letter” from each utility company for the subdivision shall be supplied to the City.
110.	UTILITIES - A note shall be placed on the joint trench composite plans which states that the plan agrees with City Codes and Standards and that no underground utility conflict exists. The Joint consultant shall provide the City a separate “project utility composite plan” showing all Civil, Landscape, electrical, and joint trench information to confirm that there are no conflicts with joint trench plan utilities.

111.	UTILITIES – Storm and sewer lines in private streets shall be privately owned and maintained. This should be noted on the title sheet of the project improvement plan.
112.	UTILITIES - Prior to any construction of the dry utilities in the field, the following will need to be supplied to the City: i. A professional engineer signed original electrical plan. ii. A letter from the design Electrical or Civil Engineer that states the electrical plan conforms to City codes and Standards, and to the approved improvement plans.
113.	UTILITIES - Sanitary sewer laterals and/or water meters located in driveways shall have traffic rated boxes and lids.
114.	UTILITIES - The Developer shall perform Fire Hydrant test to confirm water system will adequately serve the development and will modify any part of the systems that does not perform to the standards established by the City. Developer shall coordinate with Fire Department for the Fire Hydrant test.
115.	UTILITIES - The project shall fully comply with the measures required by the City's Water Supply Shortage Regulations Ordinance (Gilroy City Code, Chapter 27, Article VI), and subsequent amendments to meet the requirements imposed by the State of California's Water Board. This ordinance established permanent voluntary water saving measures and temporary conservation standards.
116.	Intentionally Left Blank
117.	UTILITIES - Prior to First Plan Submittal, , developer shall coordinate with Valley Water and obtain written confirmation from Valley Water for the intent, schedule, and commitment for the construction of the 36" recycle water line and related facilities within the proposed W. Luchessa extension. The Final Map and PIA will not be approved until Valley Water successfully provides a reimbursement agreement, OR there is a mutual agreement between Valley Water and Developer that the reimbursement agreement can be finalized after Final Map approval and prior to any wet utility construction.
118.	UTILITIES – All recycled water system improvements, including appurtenances, shall be located within a PSE.

119.	UTILITIES - The Developer/Applicant shall obtain a SCVWD permit for any new recycled water mains connected to the existing Gilroy Water Reclamation Facility system.
120.	UTILITIES - All new mainline storm drain piping shall have a minimum diameter of 18 inches and the lateral connections shall have a minimum diameter of 15 inches.
121.	UTILITIES - Developer shall provide separate irrigation meter to serve this development's common area landscaping.
122.	UTILITIES - Water lines and related facilities within the proposed subdivision will be publicly owned and maintained.
123.	WATER QUALITY - Proposed development shall comply with state mandated regional permits for both pre-construction and post-construction stormwater quality requirements per chapter 27D of the Gilroy Municipal Code, and is subject to, but not limited to, the following: a. At first improvement plan submittal, project shall submit a design level Stormwater Control Plan Report (in 8 ½ x 11 report format), to include background, summary, and explanation of all aspects of stormwater management. Report shall also include exhibits, tables, calculations, and all technical information supporting facts, including but not limited to, exhibit of the proposed site conditions which clearly delineates impervious and pervious areas on site. Provide a separate hatch or shading for landscaping/pervious areas on-site including those areas that are not bioretention areas. This stormwater control plan report format does not replace or is not in lieu of any stormwater control plan sheet in improvement plans. b. The stormwater control plan shall include a signed Performance Requirement Certifications specified in the Stormwater Guidance Manual. c. At developer's sole expense, the stormwater control plan shall be submitted for review by an independent third party accepted by the City for compliance. Result of the peer review shall be included with the submittal for City evaluation. d. Prior to plan approval, the Developer of the site shall enter into a formal written Stormwater BMP Operation and Maintenance Agreement with the City, including Exhibit A and Exhibit B. i. The City shall record this agreement against the property or properties involved and it shall be binding on all subsequent owners of land served by the

stormwater management treatment BMPs. The City-standard Stormwater BMP Operation and Maintenance Agreement will be provided by Public Works Engineering.

ii. This Agreement shall require that the BMPs not be modified and BMP maintenance activities not alter the designed function of the facility from its original design unless approved by the City prior to the commencement of the proposed modification or maintenance activity.

iii. This Agreement shall also provide that in the event that maintenance or repair is neglected, or the stormwater management facility becomes a danger to public health or safety, the city shall have the authority to perform maintenance and/or repair work and to recover the costs from the owner.

iv. All on-site stormwater management facilities shall be operated and maintained in good condition and promptly repaired/replaced by the property owner(s) or other legal entity approved by the City.

v. Any repairs or restoration/replacement and maintenance shall be in accordance with City-approved plans.

vi. The property owner(s) shall develop a maintenance schedule for the life of any stormwater management facility and shall describe the maintenance to be completed, the time period for completion, and who shall perform the maintenance. This maintenance schedule shall be included with the approved Stormwater Runoff Management Plan.

e. Stormwater BMP Operations and Maintenance Agreement shall include inspections to be required for this project and shall adhere to the following:

i. The property owner(s) shall be responsible for having all stormwater management facilities inspected for condition and function by a certified third party QSP or QSD.

ii. Stormwater facility inspections shall be done at least twice per year, once in Fall by October 1st, in preparation for the wet season, and once in Winter by March 15th. Written records shall be kept of all inspections and shall include, at minimum, the following information:

1. Site address;
2. Date and time of inspection;
3. Name of the person conducting the inspection;
4. List of stormwater facilities inspected;
5. Condition of each stormwater facility inspected;
6. Description of any needed maintenance or repairs; and
7. As applicable, the need for site re-inspection.

	f. Upon completion of each inspection, an inspection report shall be submitted to Public Works Engineering no later than October 1st for the Fall report, and no later than March 15th of the following year for the Winter report. g. Before commencing any grading or construction activities, the developer shall obtain a National Pollutant Discharge Elimination System (NPDES) permit and provide evidence of filing of a Notice of Intent (NOI) with the State Water Resources Control Board.
124.	WATER QUALITY - The developer is responsible for ensuring that all contractors are aware of all storm water quality measures and implement such measures. Failure to comply with the approved construction BMPs will result in the issuance of correction notices, citations or a project stop order.
125.	WATER QUALITY - The developer shall secure a QSD or QSP to maintain all erosion control and BMP measures during construction. The developers QSD or QSP shall provide the City weekly inspection reports.
126.	WATER QUALITY – Sequence of construction for all Post Construction Required facilities (PCR's) / stormwater facilities (bioswales, detention/retention basins, drain rock, etc.) shall be done as a final phase of construction to prevent silting of facilities and reduce the intended use of the facilities. Prior to final inspection, all stormwater facilities will be tested by a certified QSP or QSD to meet the minimum design infiltration rate. A maximum of 9 percolation tests shall be completed.
127.	STORMWATER – All soil and infiltration properties for all stormwater facilities shall be evaluated by the geotechnical engineer. Percolation tests at horizontal and vertical (at the depth of the stormwater facility) shall be conducted for each stormwater facility. A 50% safety factor shall be applied to the calculated percolation test and shall be used as the basis for design (the design percolation rate). The geotechnical report shall include a section designated for stormwater design, including percolation results and design parameters.
128.	STORMWATER – This project may be subject to an audit by the Central Coast Regional Board. City may be required to provide the project stormwater design and storm water management plan for Regional Board review and comment. The project may need to provide the Regional Board any and all necessary

	documents (including reports, technical data, plans, etc.) for the Regional Board approval.
129.	LANDSCAPING - Landscaping plans shall not conflict with the stormwater management water treatment plan.
130.	LANDSAPING – The proposed landscaping along the project public street frontages and Roundabouts are maintained by project HOA. Developer shall submit a separate exhibit showing all the HOA maintained landscape areas for Glen Loma Ranch that are within the public right-of-way.
131.	MASTER PLANS - Confirm the project is in compliance with the City's Utility Master Plans. Project utility calculations and reports shall identify conformance to the City's adopted Utility Master Plans.
132.	MONUMENTS – All monuments shall be set per the recorded final map. A certificate letter by the Surveyor or Engineer will be provided to the City Engineer.
133.	PROJECT ACCEPTANCE – At first improvement plan submittal, plans must show current topographic survey including current improvements along all adjacent public and private streets.
134.	PROJECT ACCEPTANCE – Until such time as all improvements required are fully completed and accepted by City, Developer will be responsible for the care maintenance of and any damage to such improvements. City shall not, nor shall any officer or employee thereof, be liable or responsible for any accident, loss or damage, regardless of cause, happening or occurring to the work or Improvements required for this project prior to the completion and acceptance of the work or Improvements. All such risks shall be the responsibility of and are hereby assumed by the Developer.
135.	PROJECT ACCEPTANCE – Certification of grades and compaction is required prior to Building Permit final. This statement must be added as a general note to the Grading and Drainage Plan
136.	PROJECT ACCEPTANCE – Prior to tract acceptance, developer shall submit for review and approval all of the items identified in the Public Works Department “Development Project Closeout” list.

137.	FINAL MAP - All final maps shall designate all common lots as lettered lots. The Final map should be clear on the limits of Public vs. Private (HOA) designations.
138.	FINAL MAP - Prior to final map approval, the developer shall establish a homeowner association. The homeowner association shall be responsible for the maintenance of the landscaping, walls, private streetlights, private utilities, private streets, and common areas, and shall have assessment power. HOA shall be responsible maintenance of the Storm Water Control treatment areas and the CC&R's shall describe how the stormwater BMPs associated with privately owned improvements and landscaping shall be maintained by the association.
139.	FINAL MAP –The Final Map shall be presented to the City Council for review and action. The City Council meeting will be scheduled approximately fifty (50) days after the Final Map is deemed technically correct, and Subdivision Improvement Plans with supporting documents, reports and agreements are approved by the City. Developer shall dedicate necessary right of way and public easements for the project development.
140.	OTHER AGENCIES - Reservoir Canyon Creek runs though the site. Developer shall obtain any permitting necessary by local, state, or federal agencies related to any work within, near, or adjacent with Reservoir Canyon Creek.
141.	OTHER AGENCIES - Developer shall obtain Santa Clara County approval and an encroachment permit for all work in the County Right of Way. Provide Public Works Engineering Department a copy of the Santa Clara County Encroachment.
142.	Prior to Final Map Approval, the developer shall enter into a landscape maintenance agreement with the City for all related landscape and trails within the limits of the Glen Loma Ranch Specific Plan. This Agreement shall also include any landscape, road, and trail easements related Santa Teresa Blvd. A detailed map of all areas covered shall be approved by the City Engineer and the County of Santa Clara.
<u>PROJECT SPECIFIC FIRE CONDITIONS OF APPROVAL</u>	

143.	Luchessa Avenue, between Miller Avenue and Vintner Street (including the creek crossing) shall be constructed with the first phase final map. This section of Luchessa Ave shall be completed by the first building occupancy for the first phase of this subdivision.
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Cindy McCormick

From: Greg Nauman
Sent: Saturday, March 23, 2024 3:28 PM
To: Cindy McCormick
Cc: Tina Nauman
Subject: EXTERNAL - TM 20-05 Canyon Creek, Rocky Knoll project

CAUTION: This email originated from an **External Source**. Please use proper judgment and caution when opening attachments, clicking links, or responding to this email.

Hi Cindy,

We are aware of the plans to develop the subject property. Just curious as to the projected start date. We live directly across Santa Teresa, so are interested in when this might begin.

Thanks,

Greg (and Tina) Nauman
6510 Eagle Ridge Ct

Cindy McCormick

From: Theresa Zamborsky
Sent: Tuesday, March 26, 2024 2:24 PM
To: Cindy McCormick
Subject: EXTERNAL - Comments about Project TM 20-05 "Canyon Creek, Rocky Knoll, Malvasia II at Glen Loma Ranch Tentative Map"

CAUTION: This email originated from an **External Source**. Please use proper judgment and caution when opening attachments, clicking links, or responding to this email.

Hi Cindy McCormick,

I'd like to comment on the proposed Project TM 20-05 "Canyon Creek, Rocky Knoll, Malvasia II at Glen Loma Ranch Tentative Map" that is scheduled to be brought before the Planning Commission at a public hearing on Thurs. April 4, 2024 or shortly thereafter.

I live in one of the recently completed projects in Glen Loma Ranch. It's come to our attention that the temporary Santa Teresa Fire Station in Christmas Hill Park that was supposed to support these large Glen Loma Ranch neighborhoods in Gilroy on a temporary basis has been closed due to lack of staffing.

And also that the Glen Loma Ranch Development Group builder has not yet built a new fire station that they were contractually obligated to build as part of this master plan community. I read about the letter sent to the builder from the Gilroy attorneys, but have seen no further updates or status about this.

Given that the builders have not met their contractual responsibilities as part of this large master plan community, why would Gilroy grant any more approvals to build even more communities in this area until the builder has met their long-overdue obligation of building a new fire station to support this new highly-populated area of Gilroy. Such a large increase in homes and population requires increased infrastructure of fire and emergency services to support it!!

Thank you,
Theresa Zamborsky

P.S. Your email address was shown incorrectly as cindy.mcmormick@cityofgilroy.org on the Notice of Public Hearing info sheet I received in the mail last week!

Cindy McCormick

From: W Jeffrey Heid
Sent: Wednesday, March 27, 2024 8:03 AM
To: Cindy McCormick
Subject: EXTERNAL - Glen Loma Ranch Public Hearing

CAUTION: This email originated from an **External Source**. Please use proper judgment and caution when opening attachments, clicking links, or responding to this email.

Hi Cindy,

Thank you for the Public Hearing Notice regarding the next phases of construction in Glen Loma Ranch. My hope is to be able to attend the hearing, but thought I would voice a couple of concerns via email as well. We purchased a home two years ago at 1465 Winzer Place and love our location.

1) The Malvasia II neighborhood will be at the end of our street. I understand that these are to be townhomes similar to those recently constructed at Miller and Santa Teresa. I have reviewed some of the initial plans online and have also referenced the proposed building pad grades. Along with just looking at the property as it is now, we are concerned that these new structures will "loom" above our street and homes, especially if they are to be three story homes. We believe this will adversely affect the appearance of our neighborhood and the value of our properties.

Are these structures indeed proposed to be three stories high? If they are, having them located along W. Luchessa between neighborhoods of one and two story single family homes seems out of character. As you walk along the sidewalk on Merlot Drive adjacent to this property, the initial level of the building sites is around 10 feet above the sidewalk. Thus with the level where construction will start from, three stories is too much. Is there an opportunity for them to be two stories maximum, more in keeping with what is here now?

In addition, will storey poles be placed so that our neighborhood has an opportunity to see just how high these buildings are proposed?

2) It is also our understanding that a new fire station is proposed for this neighborhood. With the next level of proposed construction in Glen Loma Ranch, is there a schedule for when it will be constructed?

Thank you and regards,
Jeff Heid

--

W. Jeffrey Heid
LANDSCAPE ARCHITECT

1465 Winzer Place
Gilroy, Ca. 95020

www.wjeffreyheidlandscapearchitect.com

Cindy McCormick

From: Ariana Fabian
Sent: Wednesday, April 3, 2024 4:33 PM
To: Cindy McCormick
Subject: FW: EXTERNAL - Proposed development build-out of the Canyon Creek, Rocky Knoll and Malvasia II neighborhoods of the Glen Loma Ranch Specific Plan (TM 20-05)
proposed_malvasia_dev_issue.png

From: Dey Sib Sankar
Sent: Wednesday, April 3, 2024 4:16 PM
To: Planning Division (Public) <planningdivision@cityofgilroy.org>
Subject: EXTERNAL - Proposed development build-out of the Canyon Creek, Rocky Knoll and Malvasia II neighborhoods of the Glen Loma Ranch Specific Plan (TM 20-05)

CAUTION: This email originated from an **External Source**. Please use proper judgment and caution when opening attachments, clicking links, or responding to this email.

Hello,

This is about the concerns I have for the development of of the Canyon Creek, Rocky Knoll and Malvasia II neighborhoods of the Glen Loma Ranch Specific Plan (TM 20-05). Please note that I have been living in Malvasia neighbourhood for last 8 months. I have few concerns on the planning commission proposal and it would be very great if you can address few of them.

1. The proposed development place is surrounded by many single family houses. And the proposal is to build high density townhouses making the area more denser with high rise townhomes with little open spaces for neighbors. This will limit the view of the mountain for all single family houses around the area. I am attaching a map screenshot with this email for reference.
2. The narrower road in the sides will not be able to handle more houses. During morning and afternoon school time, a lot of vehicles are seen to be piling up.
3. Lack of garden or community area around the proposed development makes it hard for the people living in the neighborhood. Please plan to build parks as well in this part of glen Loma neighborhood.
4. Lack of space for habitats and ecological imbalance: The proposed place sees a lot of deer during evenings and early mornings. Developing this area will harm animals.

Can you reconsider building of townhouses and replace them with low density/low rise single-family houses?
Can you also build parks for this part of the Glen Loma which has no open space as such?

I will try to join the hearing on 04/04/2024. But in case I am unable to join due to my demanding work, please take this as an official request.

Thanks,
Sib Dey

1480 Winzer Pl, Gilroy, CA 95020

On Thu, Apr 18, 2024 at 5:42 PM Cindy McCormick <Cindy.McCormick@ci.gilroy.ca.us> wrote:

Thank you all for your time today.

Here is the information being presented to the Planning Commission on May 2nd and eventually the City Council.

Cindy

Glen Loma Ranch Specific Plan EIR Phasing: The Glen Loma Ranch Specific Plan Environmental Impact Report (EIR) analyzed three phases of development. Many of the EIR mitigation measures are tied to the issuance of building permits within each phase.

The EIR included a phasing exhibit (figure 10) which illustrates the geographic location of each phase. EIR *Phase 1*, located east of Tenth Street, would connect Luchessa Avenue between Greenfield Drive and Miller Avenue, and Tenth Street between Santa Teresa Boulevard and just north of Luchessa Avenue. EIR *Phase 2* is located northwest of the preserved natural open space area and includes Club Drive. EIR *Phase 3*, located west of Tenth Street, includes Merlot Drive and what is now the connection of West Luchessa Avenue between Tenth Street and Santa Teresa Boulevard (at Ballybunion Drive).

The EIR phasing exhibit (figure 10) illustrated the following neighborhoods within each phase. *Phase 1* included Cabernet, Petite Sirah, Vista Bella, Mataro, Luchessa, and The Grove. *Phase 2* included Home Ranch, McCutchin Creek, Palomino, and Olive Grove (owned and reserved by GUSD). *Phase 3* included Wild Chestnut, Montonico, Nebbiolo, The Glen, Malvasia, Town Center (R4), Town Center (Sr. Housing), Canyon Creek, and Rocky Knoll. The “Cabernet” neighborhood, initially planned for 53 units, was developed with the Las Animas Elementary School, while the Malvasia and Palomino neighborhoods were split into separate tentative map applications (Malvasia I & II, Palomino I & II). The Nebbiolo neighborhood was also split into two architectural and site review applications.

The unit counts within each EIR phase are herein noted, along with the page number from the EIR where the information can be found. Note that the unit counts add up to 1,690 units (3 units fewer than the Specific Plan mid-point forecast). *Phase 1* included 405 detached and 59 attached homes (Page 2-111). *Phase 2* included 167 single-family homes, 197 townhomes, 177 apartments, 81,500 square feet of retail and office space, and a 30,000 square-foot fire station (Page 2-112). *Phase 3* included 221 single-family homes, 314 townhomes, a 150-unit senior housing complex, and 74,000 square feet of additional commercial space within the town center (Page 2-114).

EIR Phases 1 and 2 comprise 1,005 units while EIR Phase 3 comprises 685 units, for a total of 1,690 units. The City has approved tentative maps for 1,083 units, with 996 of those units either built or issued building permits for construction.

As of April 10, 2024, the City has issued building permits for a total of 996 units for the following neighborhoods:

- EIR *Phase 1*: Vista Bella (146 units), Petite Sirah (77 units), Mataro (51 units), Luchessa (49 units), and The Grove (64 units) *for a total of 387 units*.

- EIR *Phase 2*: Home Ranch (52 units), Palomino (2 units) and McCutchin Creek (2 units) *for a total of 56 units*.
- EIR *Phase 3*: Wild Chestnut (43 units), Montonico (84 units), Town Center BMR Apartments (158 units), Town Center Townhomes (124^[1] units), The Glen (23 units), Malvasia (46 units), and Nebbiolo (75 units) *for a total of 553 units*.

As provided above, the City has issued building permits for 996 units.

The City anticipates issuing building permits for another 86 units within the approved tentative maps for Nebbiolo (27 units), Palomino (35 units) and McCutchin Creek (24 units). This would bring the total count to 1,082 units, noting that one fewer unit was built in the Town Center Townhome development than permitted by the tentative map.

The proposed tentative map (TM 20-05) for the Canyon Creek, Rocky Knoll and Malvasia II neighborhoods would add 123 units towards *Phase 3* build out of the Specific Plan, for a total of 1,205 units.

The 2005 Glen Loma Specific Plan EIR included an analysis for 1,690 units; therefore, the remaining units that could be built pursuant to the EIR is 485 units. This includes an anticipated 192 units in the Olive Grove neighborhood (*Phase 1*), a property that is owned by, and being held in reserve by, the Gilroy Unified School District. Specific Plan build out also includes 6.8 acres of land set aside for commercial uses and 1.5 acres of land for the fire station.

The applicant has indicated they intend to reduce the overall development of Glen Loma, including elimination of the commercial uses; however no formal documentation of this reduced development has been submitted. Therefore, the City is processing the proposed Tentative Map 20-05 in the same manner as previous tentative maps.

^[1] Tentative Map 17-01 included approval for 125 units; however only 124 townhome units were built.

Cindy McCormick

From: Augie Dent <augie.dent@gmail.com>
Sent: Monday, April 22, 2024 4:45 PM
To: Cindy McCormick
Cc: Jimmy Forbis; Sharon Goei; Andy Faber; John Filice; tfilice@glenloma.com; Arminta Jensen; Jack Kent
Subject: EXTERNAL - Re: Glen Loma Tentative Map next steps
Attachments: Response to City of Gilroy 4.18.24 email.pdf; Sharon Goei 5.26.23.pdf; GLR CityofGilroyPeerReview.pdf; Melissa Durkin 12.14.23.pdf; draft EIR addendum #2.pdf; Melissa Durkin email correspondence.pdf

CAUTION: This email originated from an **External Source**. Please use proper judgment and caution when opening attachments, clicking links, or responding to this email.

Hi Cindy

Please find GLC's memo and supporting docs in response to your 4/18/24 email attached below.

Thanks

Augie

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April 22, 2024

To: Cindy McCormick – City of Gilroy

From: Augie Dent – Glen Loma Corporation

Re: Glen Loma Ranch

Dear Cindy

I am writing with Glen Loma Corp's response to your email of 4/18/24 advising us of additional information you intend to present to the Planning Commission in connection with TM 20-05. Please include this memo and attachments as part of the public record for Planning Commission and City Council consideration.

Your assertion that the original Glen Loma Ranch EIR identifies 1005 permits as the trigger point to require Phase 3 traffic improvements is incorrect, misleading and its eleventh hour timing is indicative of the City of Gilroy's ongoing pattern of obstruction with respect to Glen Loma Ranch.

Project mitigations are a function of project impacts from all land uses; not just the residential unit count. Your email neglects to mention that 81,500 square feet of commercial space was included in the land uses analyzed for Phases 1 & 2 in the original 2005 EIR. Accounting for the fact that the commercial space assumed in the original traffic analysis has not been constructed, the allowable number of Phase 1 + Phase 2 residential units exceeds 1450.

As the lead staff person on this item, you must be well aware, that the City is in the midst of processing GLR EIR Addendum #2 which clearly demonstrates that, even at 1467 residential units Glen Loma Ranch will not exceed Phase 1 + Phase 2 traffic impacts and there is no nexus to justify the imposition of Phase 3 traffic mitigations on TM 20-05. It is hard to imagine how, in good faith, this topic could be introduced without a discussion of Addendum #2.

Addendum #2

Starting in 2018, at the direction of City Staff and funded by Glen Loma Corporation, the City's traffic engineer for the original 2005 project EIR (Keith Higgins) prepared numerous studies evaluating traffic impacts in light of the fact that Glen Loma Ranch would build-out at lower than the maximum intensity allowed under the Specific Plan. This protracted process culminated in Higgins' supplemental analysis letters of May and June 2022. These letters concluded that the project could accommodate a total of 1467 residential units plus 12,000 square feet of commercial uses without generating impacts that would trigger traffic improvements identified for Phase 3 in the original EIR.

About a year later, in May 2023 the City (see attached Sharon Goei letter dated May 26, 2023) informed GLC that an Addendum would be required to formally document Higgins' findings, and suggested continuing hearings on TM 20-05 to allow time for the Addendum to be completed. Around this same time, in support of the proposed Addendum, the City engaged the firm of Fehr & Peers to conduct a peer review of Higgins' analysis. Fehr & Peers report was delivered in December 2023 (copy attached including Higgins' letters). Each and every one of Higgins' conclusions was validated.

With Higgins' reports, and Fehr & Peers affirmation of Higgins in hand; the City required GLC to advance funds necessary for EMC to prepare Addendum #2 (see attached Melissa Durkin letter dated December

14, 2023). GLC made the requested payment to the City and the draft Addendum was completed in February 2024 (Draft Addendum attached). This is where the addendum process has inexplicably stopped.

The meaning of Sharon Goei's 5/26/23 letter and subsequent extensive email communication with Melissa Durkin (see attached Melissa Durkin email correspondence) is unmistakable. Addendum #2 was always clearly intended to accompany TM 20-05. Now that the Addendum is finally ready for approval, City staff has arbitrarily refused to complete the process.

Hearing Continuance

I understand that, during their 4/4/24 meeting, Planning Commissioners expressed concern over the number of times Tentative Map 20-05 has been continued. GLC shares these concerns and would agree that the project has been burdened with inordinate delays.

A review of the Goei/Durkin letters and emails referenced above should make clear to all that these continuances were undertaken at the urging of City Staff so that Addendum #2 could be completed and heard along with the TM. GLC still agrees that this is the correct approach and formally demands that the City immediately proceed to approve Addendum #2 in connection with TM 20-05. We request continuance to the June 2024 Planning Commission so that this can be accomplished.

DRAFT ADDENDUM #2 TO THE CERTIFIED FINAL EIR

GLEN LOMA RANCH SPECIFIC PLAN

State Clearinghouse Number 2003042018

STAFF PRELIMINARY WORKING DRAFT-FOR INTERNAL USE ONLY-CA GOVT CODE SECTION 6254(A)

City of Gilroy

February 1, 2024

Table of Contents

1.0	Project Background.....	1
2.0	Proposed Changes to Specific Plan Buildout Assumptions.....	2
3.0	Proposed Elimination of Mitigation Measure	2
4.0	Analysis Summary.....	5
5.0	Conclusions	5
6.0	Proposed CEQA Findings	6
7.0	Sources	7

Appendices

Appendix A	Map of Intersections and Streets with Remaining Mitigation Measures
Appendix B	Glen Loma Ranch – Current Projected Buildout (Keith Higgins May 26, 2022)
Appendix C	Glen Loma Ranch – Comparison of Intersections Mitigations in the 2005 EIR with Current Projected Buildout (CPB) (Keith Higgins June 7, 2022)
Appendix D	Peer Review of the 2022 Glen Loma Ranch Current Projected Buildout Traffic Study (Fehr & Peers January 30, 2024)

Tables

Table 1	Proposed Changes to Specific Plan Buildout Assumptions.....	2
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1.0 Project Background

Specific Plan and Specific Plan EIR

The Glen Loma Ranch Specific Plan area is located in Gilroy, northeast of Santa Teresa Boulevard and southwest of Uvas Creek. On November 7, 2005, the City of Gilroy certified the *Glen Loma Ranch Specific Plan EIR* (hereinafter “Specific Plan EIR”) and adopted the *Glen Loma Ranch Specific Plan* (hereinafter “Specific Plan”).

The Specific Plan EIR, along with the resolutions and findings approving the project and adopting the mitigation monitoring program, are incorporated herein by reference.

When is an Addendum Required?

CEQA Guidelines section 15164 gives direction to lead agencies regarding addendum to an EIR. It states:

- a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.
- b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.
- c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.
- d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.
- e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency’s findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

EIR Addendum #1

The first addendum to the certified EIR addressed changes to the implementation timing of Mitigation Measure 31, and was adopted on (ADD DATE HERE). Mitigation Measure 31 required the applicant to design and construct a two-lane roundabout at Santa Teresa Boulevard and Miller Avenue. This mitigation measure has been implemented.

The Glen Loma Ranch Specific Plan Addendum to the Certified Final EIR, along with the resolutions and findings approving the changes to Mitigation Measure 31, are incorporated herein by reference.

2.0 Proposed Changes to Specific Plan Buildout Assumptions

The applicant is proposing to reduce the number of residential units and commercial square footage allowed in the Specific Plan. [Table 1, Specific Plan Changes](#), presents the number of residential units and commercial square footage allowed in the adopted Specific Plan and evaluated in the Specific Plan EIR, the currently proposed number of residential units and commercial square footage, and the difference.

Table 1 Proposed Changes to Specific Plan Buildout Assumptions

Scenario	Residential Units	Commercial Square Footage
Adopted Specific Plan Buildout	1,690	155,500 (7.9 acres)
Proposed Buildout	1,467	12,000 (1.0 acre)
Difference	<223>	<143,500> <6.8 acres>

SOURCE: Keith Higgins 2022

NOTE:

3.0 Proposed Elimination of Mitigation Measure

Based upon the reduction of proposed Specific Plan buildout assumptions, the applicant is requesting that the City of Gilroy remove all outstanding phase III mitigation measures. The locations of these mitigation measures are included in [Appendix A, Intersections and Streets with Remaining Mitigation Measures](#). The measures are presented below:

MM-34. Signalize the Santa Teresa Boulevard/Fitzgerald Avenue intersection and add eastbound and westbound left turn lanes.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase II.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

Note: This mitigation measure has been partially-completed. The intersection has been signalized. The applicant proposes to eliminate adding the eastbound and westbound left turn lanes.

- MM-35. Add a northbound left turn lane to the Uvas Park Drive/Miller Avenue intersection.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase II.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

- MM-36. Prepare a traffic management plan of the Miller Avenue street section southwest of the intersection with Uvas Park Drive.

The project proponent shall be responsible for preparation of the plan. The plan shall be subject to review and approval by the City staff and constructed by the project, prior to issuance of the first building permit in Phase II.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

- MM-37. Add second eastbound and westbound left turn lanes to the Santa Teresa Boulevard/First Street intersection.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

- MM-39. Signalize the Uvas Park Drive/Miller Avenue intersection and add northbound and southbound left-turn lanes.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

Note: This intersection would operate at LOS C during the AM and PM peak hours with implementation of this improvement. However, under General Plan Buildout Conditions, the Tenth Street Bridge would be required to be constructed. With the Tenth Street Bridge, this intersection would operate at LOS A during the AM peak hour and LOS C during the PM peak hour with NO improvements, e.g. signalization and lane additions. Therefore, the mitigation measure identified above would not be required under General Plan Buildout Conditions, assuming the Tenth Street Bridge were constructed.

One option would be to only add the northbound left-turn lane as recommended in the previous scenario (Background Plus Project Phases I and II) and consider LOS E as an acceptable short-term level of service for this intersection. Another option is to implement the mitigation measure above (signalize the intersection and add the left-turn lanes, which would improve operations to LOS C during the AM and PM peak hours), with the knowledge that the signal could be removed once the Tenth Street Bridge is constructed at General Plan Buildout Conditions.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

- MM-41. If the Thomas Road/Luchessa Avenue intersection was converted to a one lane modern roundabout, add a second lane to the roundabout and widen the Luchessa Avenue Bridge to four lanes. This would result in LOS A during both the AM and PM peak hours.

OR

If the Thomas Road/Luchessa Avenue intersection was signalized and a northbound right turn lane was added, add a second westbound left turn lane and westbound through lane and widen the Luchessa Avenue Bridge to four lanes.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

- MM-43. Add second northbound and westbound left turn lanes at the Monterey Street/Luchessa Avenue intersection.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

- MM-44. Add an eastbound and westbound through lane on First Street at its intersection with Santa Teresa Boulevard.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

4.0 Analysis Summary

Keith Higgins, Traffic Engineer, prepared two reports for the applicant to evaluate the necessity of the above-referenced mitigation measures based upon the reduced build-out scenario of the Specific Plan. They are the *Glen Loma Ranch – Current Projected Buildout* dated May 26, 2022, included as [Appendix B](#), and *Glen Loma Ranch – Comparison of Intersections Mitigations in the 2005 EIR with Current Projected Buildout (CPB)* dated June 7, 2022, included as [Appendix C](#).

Fehr & Peers, under contract to the City of Gilroy, conducted a peer review of the Higgins reports to ensure they were adequate and could be used as evidence that the mitigation measures are no longer needed, and that removal of the measures could be accomplished with preparation of an addendum to the certified EIR. The Fehr & Peers peer review, *Peer Review of the 2022 Glen Loma Ranch Current Projected Buildout Traffic Study*, dated January 30, 2024 is included as [Appendix D](#).

The June 7, 2022 Keith Higgins report concluded that, with the proposed reduction of the Specific Plan buildout, all of the mitigation measures requested to be deleted could be with one exception: Mitigation Measure #35 requiring a northbound left turn lane to the Uvas Park Drive/Miller Avenue intersection.

Fehr & Peers conducted a thorough peer review of the Keith Higgins report, and agree with the conclusions of the report.

5.0 Conclusions

The following findings and conclusions are presented:

1. Eliminating Mitigation Measure 36, which requires preparation of a traffic management plan of the Miller Avenue section southwest of the Uvas Park Drive/Miller Avenue intersection within Christmas Hill Park, was not evaluated in the 2022 Higgins report. However, based upon further research conducted by Fehr & Peers, it was determined that this mitigation measure is no longer necessary.
2. The analysis and peer review concluded that the following mitigation measure is still required even with reduced Specific Plan buildout: Mitigation Measure 35, which requires adding a northbound left turn lane to the Uvas Park Drive/Miller Avenue intersection.
3. The analysis and peer review concluded that the following mitigation measures requested for removal could be eliminated (see the list in Section 3 above for the text of each measure):

- a. Mitigation Measure 34;
 - b. Mitigation Measure 36;
 - c. Mitigation Measure 37;
 - d. Mitigation Measure 39;
 - e. Mitigation Measure 41;
 - f. Mitigation Measure 43; and
 - g. Mitigation Measure 44.
4. Additional CEQA compliance would be required if development is proposed that exceeds the Current Projected Buildout (CPB) as presented in the table in Attachment 1, Project Trip Generation Comparison, of the May 26, 2022 Keith Higgins report included as Appendix B of this Addendum #2.

6.0 Proposed CEQA Findings

The following CEQA findings are recommended:

1. None of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. These are:
 - a. Elimination of Mitigation Measures 34, 36, 37, 39, 41, 43, and 44 would not result in the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects and will not require major revisions to the certified EIR;
 - b. Substantial changes have not occurred with respect to the circumstances under which the project is undertaken that will require major revisions of the certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
 - c. There is no new information that shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the

project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

2. In accordance with CEQA Guidelines section 15164 (c), this addendum was not circulated for public review.
3. The City Council considered Addendum #2, along with the final certified EIR and Addendum #1, prior to making a decision on the request to eliminate the mitigation measures.
4. The City Council has determined that this Addendum #2 to the final certified EIR is appropriate, and that preparation of a subsequent EIR is not necessary based upon the substantial evidence provided in Addendum #2.

7.0 Sources

Fehr & Peers. *Peer Review of the 2022 Glen Loma Ranch Current Projected Buildout Traffic Study*. January 30, 2024.

Keith Higgins, Traffic Engineer. *Glen Loma Ranch – Current Projected Buildout*. May 26, 2022.

Keith Higgins, Traffic Engineer. *Glen Loma Ranch – Comparison of Intersections Mitigations in the 2005 EIR with Current Projected Buildout (CPB)*. June 7, 2022.

Map of Intersections and Streets with Remaining Mitigation Measures

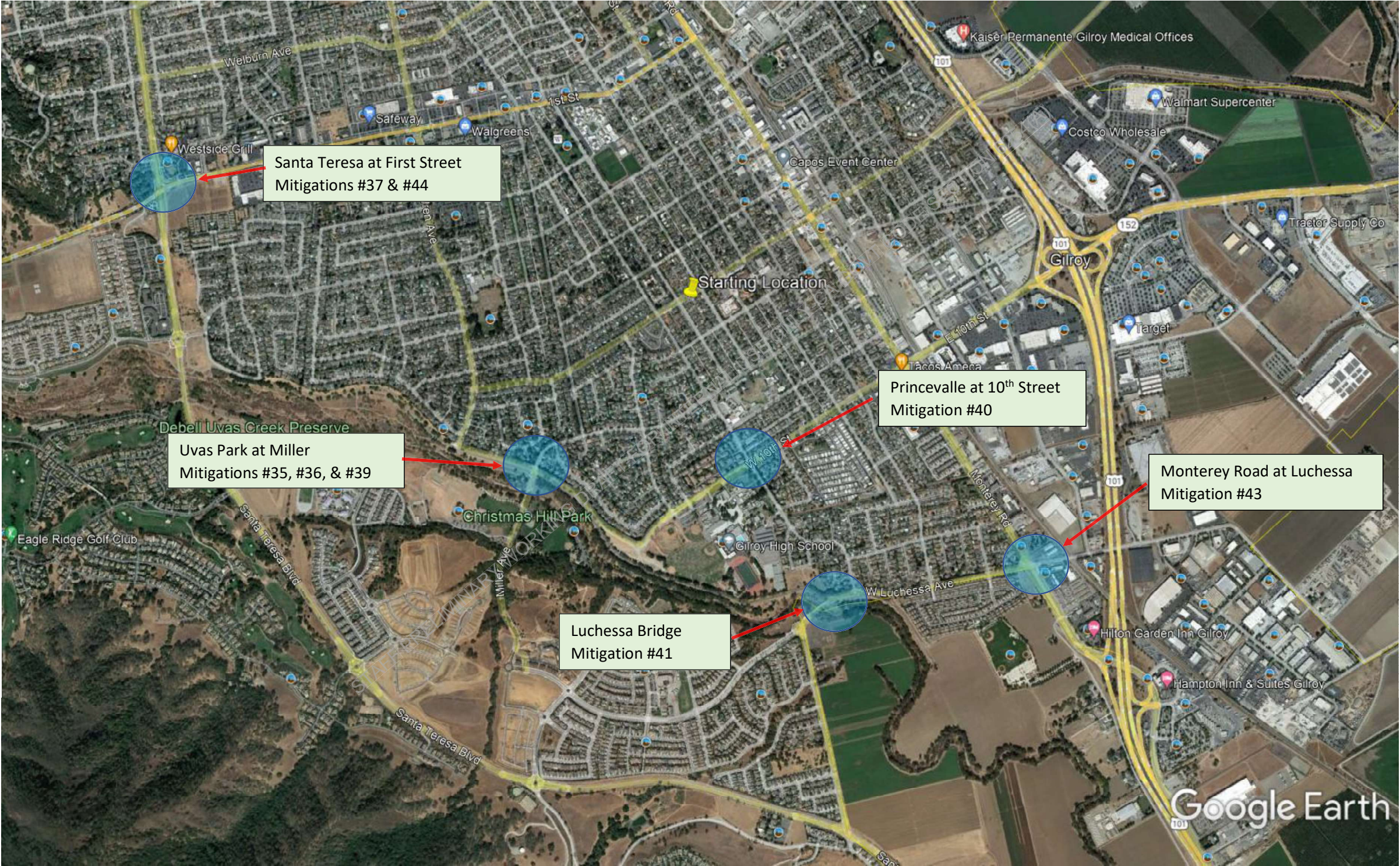
A

APPENDIX

STAFF PRELIMINARY WORKING DRAFT-FOR INTERNAL USE ONLY-CA GOVT CODE SECTION 6254(A)

INTERSECTIONS AND STREETS WITH REMAINING MITIGATION MEASURES

GLEN LOMA SPECIFIC PLAN PROJECT



INTERSECTIONS AND STREETS WITH REMAINING MITIGATION MEASURES

GLEN LOMA SPECIFIC PLAN PROJECT

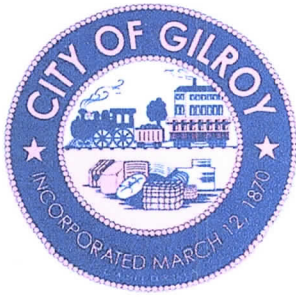


Glen Loma Ranch – Current Projected Buildout

B

APPENDIX

STAFF PRELIMINARY WORKING DRAFT-FOR INTERNAL USE ONLY-CA GOVT CODE SECTION 6254(A)



Community Development Department

Sharon Goei
DIRECTOR

7351 Rosanna Street, Gilroy, California 95020-6197
Telephone: (408) 846-0451 Fax: (408) 846-0429
<http://www.cityofgilroy.org>

December 14, 2023

Tim Filice
Glen Loma Group
7888 Wren Avenue D 143
Gilroy, CA 95020

SUBJECT: Glen Loma Ranch Addendum EIR

Dear Tim,

The City's environmental consultant, EMC Planning Group, Inc, has been retained to prepare the required environmental analysis for your project, referenced above. A copy of the proposal and enclosed for your reference. The timeframe for completing this work will be determined after the consultant receives the Notice to Proceed for this work.

Fees are established by the City Council for full cost recovery to minimize any burden to taxpayers and are adopted by the current Comprehensive Fee Schedule. Total funds needed to prepare the addendum EIR are \$14,883.37, broken down as follows:

Environmental Consultant Cost	\$11,448.75
Staff Review Fee	\$1,717.31
Contract Administration Fee (15%)	\$1,717.31

At this time, please remit \$14,883.37 payable to the City of Gilroy, to commence the environmental review for your project. This should be received with ninety (90) days for the project file will be deemed abandoned.

Should you have any questions about this letter, I can be reached at (408) 846-0252 or melissa.durkin@cityofgilroy.org. After December 21, 2023, please contact Cindy McCormick at 408-846-0253 or cindy.mccormick@cityofgilroy.org.

Respectfully,

Melissa Durkin
Planner II

Memorandum

Date: December 13, 2023
To: Melissa Durkin, City of Gilroy
cc: Teri Wissler Adam, EMC Planning Group
From: Jing Yang, Elynor Zhou, and Franziska Church, Fehr & Peers
Subject: **Peer Review of the 2022 Glen Loma Ranch Current Projected Buildout Traffic Study**

SJ23-2256

This memorandum summarizes Fehr & Peers' peer review comments on the following supplemental reports prepared for the Glen Loma Ranch Specific Plan project:

- *Glen Loma Ranch – Current Projected Buildout, May 26, 2022*
- *Glen Loma Ranch – Comparison of Intersection Mitigations in the 2005 EIR with Current Projected Buildout (CPB), June 7, 2022*

After the original *Glen Loma Ranch Specific Plan Traffic Impact Analysis* was prepared in 2005 ("2005 Traffic Study"), the project was developed at lower density. The purpose of the peer review is to help inform which mitigation measures from the 2005 Traffic Study would still be required with the reduced development assumptions.

Project Understanding

Background

Glen Loma Ranch (GLR) is a 359.6-acre property located in the City of Gilroy, California. The site is bordered by Uvas Creek to the north, Santa Tereza Boulevard to the west and south, and existing residential development to the east. The proposed development for GLR consists primarily of residential use with other land uses including open space, commercial, office, etc. The 2005 Traffic Study by Higgins Associates included 1,690 dwelling units and 155,500 square feet of non-residential uses. It evaluated 23 intersections within the City of Gilroy and proposed intersection improvements to address deficiencies. The development was evaluated in three phases (Phase 1 to 3).



Since the 2005 Traffic Study, the project has built out at lower land use intensity than anticipated, and the Current Projected Buildout (CPB) includes 1,275 residential units, potentially 192 units at Olive Grove Apartments, a fire station, and 12,000 sf of non-residential uses (including office, restaurant, and commercial).

In 2022, Keith Higgins prepared a traffic study for the CPB (*Glen Loma Ranch – Current Projected Buildout* and *Glen Loma Ranch – Comparison of Intersection Mitigations in the 2005 EIR with Current Projected Buildout (CPB)*). The 2022 CPB traffic study evaluated trip generation and assignment for the lower land use intensity and compared it with results for the Background Phase 1+2 and Buildout (Phase 1 to 3) scenarios from the 2005 Traffic Study. The 2022 CPB traffic study concluded that since the CPB generates substantially less traffic than anticipated for Phase 1+2 in the 2005 Traffic Study, the 2005 Background phase 1+2 mitigation measures will adequately mitigate the lower land use intensity of the CPB and none of the mitigation measures identified for Phase 3 are required.

Scope of Review

The purpose of this peer review is to confirm whether the mitigation measures for Phase 3 are still required with the reduced project descriptions of CPB. The peer review focuses on the 2022 CPB traffic study documented in the reports *Glen Loma Ranch – Current Projected Buildout* and *Glen Loma Ranch – Comparison of Intersection Mitigations in the 2005 EIR with Current Projected Buildout (CPB)*. The memos are enclosed as **Attachment A** and **Attachment B**. The approved 2005 Traffic Study and the supplemental studies from 2019 to 2021 were used as references in this review.

The peer review will cover the following intersections (numbering based on the 2005 Traffic Study) that have remaining mitigation measures. The intersections are also included in the 2022 CPB traffic study.

- #1 Santa Teresa Boulevard/Fitzgerald Avenue
- #3 Santa Teresa Boulevard/First Street
- #9 Uvas Park Drive/Miller Avenue
- #17 Thomas Road/Luchessa Avenue
- #19 Monterey Street/Luchessa Avenue

The scope of review includes:

- Trip generation assumptions
- Trip distribution and assignment
- Level of service calculations
- Comparison of study results with the previously prepared document



- Identification of project impacts in relation to the City's significance criteria and the reduced project
- Necessity of the transportation mitigation measures in the current context

Peer Review Findings

The following summarizes the key findings of our review of the 2022 CPB traffic study on reduced project descriptions in CPB.

Trip Generation

Most of the trip generation estimates are consistent with Institute of Transportation Engineers (ITE) trip generation rates. Trip generation rates from the ITE *Trip Generation Manual 10th Edition* were applied to CPB land uses. **Table 1** includes the peer review comments for each of the land uses in CPB listed in Attachment 1 of *Glen Loma Ranch – Current Projected Buildout* letter. In the CPB analysis, trip generation for residential land uses utilized the fitted curve equations whereas the trip generation for non-residential land uses used the average rates. **Attachment C** shows the comparison of trip generation for two non-residential land uses, general office and commercial, when fitted curve equations are used instead of average rates.

Table 1: Trip Generation Peer Review

CPB Land Use ¹	Size ¹	ITE Trip Generation Code ¹	Peer Review Comments
Single Family Homes	840 units	210 Single-Family Detached Housing (per unit)	Agree with trip generation estimate.
Townhomes	277 units	220 Multifamily Housing (Low-Rise) (per unit)	Agree with trip generation estimate.
Apartments	80 units	221 Multifamily Housing (Mid-Rise) (per unit)	Agree with trip generation estimate.
Senior Adult Housing - Attached	78 units	252 Senior Adult Housing - Attached (per unit)	Agree with trip generation estimate.
Fire Station	7,350 sq. ft.	575 Fire and Rescue Station (per 1,000 sq. ft.)	ITE only provides PM peak hour rates and source for AM peak hour rates was not provided in the 2022 CPB traffic study. Based on engineering judgement, the number of AM peak hour trips included in the study is reasonable and no further refinement is needed.
General Office	4,000 sq. ft.	710 General Office (per 1,000 sq. ft.)	Fitted curve will result in higher trip generation estimates than average rates; but difference is negligible and would not change the conclusions of the results. See Attachment C.



CPB Land Use ¹	Size ¹	ITE Trip Generation Code ¹	Peer Review Comments
Quality Restaurant	4,000 sq. ft.	931 Quality Restaurant (per 1,000 sq. ft.)	Agree with trip generation estimate.
Commercial	4,000 sq. ft.	820 Shopping Center (per 1,000 sq. ft.)	Fitted curve will result in higher trip generation estimates than average rates; however, average rates provide more reasonable estimates and no further refinements are needed. See Attachment C.
Olive Grove Apartments	192 units	221 Multifamily Housing (Mid-Rise) (per unit)	Agree with trip generation estimate.

Notes:

1. From Attachment 1 of *Glen Loma Ranch – Current Projected Buildout*, May 26, 2022.

Source: Keith Higgins, 2022; Fehr & Peers, 2023.

The 2022 CPB traffic study assumes no internal trip reduction between residential and non-residential uses under CPB. This results in a conservative estimate of trip generation. Even though our assessment of internalization and mode shift lead to less than 10% of trip reduction credit, the conservative approach of no reduction is reasonable.

Project Intersection Level of Service (LOS) Impacts & Mitigations

The 2022 CPB traffic study concluded that due to the substantial reduction in CPB traffic generation compared to the Background Phases 1+2 trips analyzed in the 2005 Traffic Study, the CPB does not trigger any Phase 3 mitigation measures. Since the LOS for the impacted intersections was not close to exceeding the LOS threshold, assigning the additional office trips from using fitted curve equations (25 trips in the morning peak hour) to the intersections is unlikely to result in a change of LOS grade. The trip assignment of the additional trips results in approximately 5 to 10 more trips in individual movements which will not trigger the impact threshold. Therefore, the remaining mitigation measures are not required and the 2022 CPB traffic study conclusion does not change. The remaining eight mitigation measures for the five impacted intersections are summarized in **Table 2**.



Table 2: Remaining Intersection Mitigations

Intersection	Mitigation No. ¹	Description of Mitigation Measures from 2005 TIA ¹	Status	2022 CPB Traffic Study Conclusion for CPB ²	Peer Review Comments for CPB
#1 Santa Teresa Boulevard/ Fitzgerald Avenue	34	Signalize intersection Add eastbound left and westbound left turn lanes	Intersection signalized	The mitigation measure has been completed and no additional mitigation measures needed for CPB	The signalization mitigates the impact, so no left turn lanes are needed
#3 Santa Teresa Boulevard/First Street	37	Add second eastbound left and westbound left turn lanes	No mitigation measures built	The mitigation can be eliminated because is it not triggered by CPB	No additional mitigation measures needed
	44	Add one eastbound and westbound through lane	No mitigation measures built	The mitigation can be eliminated because is it not triggered by CPB	No additional mitigation measures needed
#9 Uvas Park Drive/Miller Avenue	35	Add a northbound left turn lane	Northbound left turn lane built	The mitigation measure is required for the CPB but it has already been completed	No additional mitigation measures needed
	36	Prepare a traffic management plan of the Miller Avenue section southwest of the intersection (within Christmas Hill Park)	No mitigation measures built	Not mentioned in the 2022 study but addressed in the <i>Glen Loma Ranch Traffic Study Update, Gilroy, CA – Detailed Responses to Peer Review</i> , February 16, 2021	No additional mitigation measures needed
	39	Signalize intersection Add northbound and southbound left turn lanes	No mitigation measures built	The mitigation can be eliminated because is it not triggered by CPB	No additional mitigation measures needed
#17 Thomas Road/Luchessa Avenue	41	Add a second lane to the roundabout if the intersection is converted to a one-lane roundabout Widen Luchessa Avenue Bridge to four lanes	Intersection has been converted to roundabout	The mitigation can be eliminated because is it not triggered by CPB	No additional mitigation measures needed



Intersection	Mitigation No. ¹	Description of Mitigation Measures from 2005 TIA ¹	Status	2022 CPB Traffic Study Conclusion for CPB ²	Peer Review Comments for CPB
#19 Monterey Street/Luchessa Avenue	43	Add second northbound and westbound left turn lanes	No mitigation measures built	The mitigation can be eliminated because is it not triggered by CPB	No additional mitigation measures needed

Notes:

1. From *Addendum to the Certified Final EIR – Glen Loma Ranch Specific Plan* SCN 2003042018 March 24, 2014.
2. From *Glen Loma Ranch – Comparison of Intersection Mitigations in the 2005 EIR with Current Projected Buildout (CPB)*, June 7, 2022.

Source: EMC Planning Group Inc., 2014; Keith Higgins, 2022; Fehr & Peers, 2023.



Attachment List

- Attachment A: *Glen Loma Ranch – Current Projected Buildout, May 26, 2022*
- Attachment B: *Glen Loma Ranch – Comparison of Intersection Mitigations in the 2005 EIR with Current Projected Buildout (CPB), June 7, 2022*
- Attachment C: Trip Generation Comparison Table for General Office and Commercial Land Uses

**Attachment A: Glen Loma Ranch –
Current Projected Buildout, May 26,
2022**

Keith Higgins

Traffic Engineer

May 26, 2022

Glen Loma Group
c/o Augie Dent
7888 Wren Ave D143
Gilroy CA 95020

Re: Glen Loma Ranch – Current Projected Buildout

Dear Augie:

The original 2005 Glen Loma Ranch Specific Plan included a maximum of 1,690 dwelling units and 155,500 square feet of non-residential floor area. In connection with the original project approval, my previous firm, Higgins Associates, prepared the “Glen Loma Ranch Specific Plan Traffic Impact Report dated June 6, 2005 (2005 Traffic Study).

The project has built out at lower intensity than the maximum anticipated under the original EIR and Specific Plan approval, the Current Projected Buildout (CPB) for Glen Loma Ranch is as follows:

1. A maximum of 1,275 residential units on lands controlled by Filice/Christopher (953 units completed or under construction, Vesting Tentative Maps in process for an additional 252 units, and up to an additional 70 units, anticipated to be multi-family units located in the town center flex area).
2. A fire station in the town center flex area.
3. Commercial uses on lands controlled by Filice/Christopher in the Town Center that shall not exceed 12,000 square feet.
4. The potential for 192 multi-family housing units on the Olive Grove site that is owned by the Gilroy Unified School District.

This letter assesses whether the mitigations recommended for GLR Phases 1+2 in the original 2005 EIR will be adequate for the CPB. First, it compares the trip generation anticipated from the CPB with the trip generation anticipated from GLR 1+2 in the 2005 Traffic Study. Second, a comparison is provided between the CPB and the GLR 1+2 AM and PM traffic assignments used to calculate levels of service and determine corresponding mitigation measures at the 2005 Traffic Study study intersections and street segments.

A. CPB Trip Generation

The CPB is projected to generate 11,762 daily trips, 864 AM peak hour trips and 1,123 PM peak hour trips. See **Attachment 1, Row 2b**.

B. GLR 1+2 Trip Generation

The 2005 Traffic Study analyzed a development scenario referred to as the “Background Plus Project Phases 1 and 2 Traffic Conditions” (GLR 1+2) which included 1,005 dwelling units and 111,500 square feet of non-residential (primarily retail) floor area.

- Phase 1 was projected to generate 4,272 daily trips with 344 in the AM peak hour and 455 in the PM peak hour.
- Phase 2 was forecasted to generate 11,766 daily trips including 642 in the AM peak hour and 1,116 in the PM peak hour.
- Phases 1 and 2 were expected to generate a total of 16,038 daily trips, 986 AM peak hour trips and 1,571 PM peak hour trips.

The above are tabulated on Table 6, “Project Trip Generation,” of the 2005 Traffic Study which is included herein as **Attachment 2**. The total GLR 1+2 is summarized in **Attachment 1, Row 3c**.

C. GLR 1+2 Trip Assignment

It is important to emphasize that no internal trip reduction between residential and retail uses within GLR was credited in the 2005 Traffic Study GLR 1+2 analysis. All GLR 1+2 residential and non-residential trips were assigned to and from locations external to the GLR as shown by Figure 14 of the 2005 Traffic Study, included herein as **Appendix A**. The corresponding trip assignments at the GLR gateway intersections are tabulated on **Attachment 3**, totalled on **Attachment 4** and summarized on **Attachment 1, Row 4**. The 2005 Traffic Study GLR 1+2 analysis was very conservative in not applying an internal trip reduction credit and using even higher volumes for the actual intersection level of service analysis on which mitigation recommendations were based.

D. Comparison of CPB with GLR 1+2 Trip Generation Estimates

Some important comparisons are:

- **Attachment 1, Row 5a**, the current CPB is expected to generate 4,276 less daily trips, 122 less AM peak hour trips and 448 less PM peak hour trips than the 2005 Traffic Study Phase 1+2 estimate.
- The CPB daily, AM peak hour and PM peak hour trip generation totals are about 27%, 12% and 28%, respectively, below the GLR Phase 1+2 trip generation estimates, as indicated on **Attachment 1, Row 5b**.
- The CPB daily, AM peak hour and PM peak hour trip generation totals are about 17% and 30%, respectively, below the GLR Phase 1+2 AM and PM peak hour trip assignments, as indicated on **Attachment 1, Row 6b**.

The CPB will clearly generate substantially less traffic than anticipated for Phases 1+2 in the 2005 Traffic Study.

E. GLR Trip Reduction Effect on Traffic Volumes on Access Routes

The reduction in overall GLR trip generation is largely due to the reduction in commercial land uses in the Town Center, which is located in the central part of the GLR. As indicated on the “Percent of Total” column on **Attachment 2**:

- 78% of GLR traffic was expected to impact the Uvas Park Drive/Miller Avenue (15%), Santa Teresa Boulevard / Miller Avenue (20%) and Luchessa Avenue / Thomas Road (42%) intersections, which are the primary access routes to and from the Town Center.
- The current non-residential land uses in the Town Center are expected to generate a total of about 575 daily trips with 24 during the AM peak hour and 53 during the PM peak hour, as indicated on **Attachment 1, Row 1j**.
- This is a reduction of 7,250 daily trips, 303 AM peak hour trips and 662 PM peak hour trips from the 7,825 daily, 327 AM peak hour and 715 PM peak hour trips expected from the Town Center non-residential trips in GLR 1+2.

Again, all of the considerable GLR 1+2 non-residential trips were assumed to be external to the GLR, much of which were expected to impact the Luchessa Avenue bridge and the Miller Avenue crossing of Uvas Creek.

It is clear that the CPB will result in less traffic on the access routes including Thomas Road - Luchessa Avenue, Miller Avenue and Santa Teresa Boulevard north and south of the GLR than the volumes forecasted in the 2005 Traffic Study. The impacts from the CPB will be less than anticipated from GLR 1+2. The mitigations recommended in the 2005 Traffic Study for GLR 1+2 will therefore adequately mitigate the CPB impacts.

F. Current GLR Buildout Trip Generation Comparison with 2005 GLR Buildout

Finally, it should also be noted that:

- The full buildout of the original GLR was anticipated to generate about 24,294 net daily trips with 1,435 during the AM Peak Hour and 2,399 during the PM Peak Hour (**Attachment 1, Row 7c**).
- The CPB will generate less than one-half as much daily and more significant PM peak hour traffic as the original proposal (**Attachment 1, Rows 8 and 9**).

G. Summary and Conclusion

Because the CPB trip generation and traffic assignments are substantially less than the original GLR 1+2 trip generation, the GLR 1+2 mitigation measures will adequately mitigate the CPB. No further traffic studies are required. No Phase 3 traffic improvements, including construction of the 10th Street bridge or the Luchessa Ave. bridge widening, are required for the Glen Loma Ranch CPB.

Glen Loma Group
May 26, 2022

If you have any questions regarding the contents of this letter or need additional information, please do not hesitate to contact me at your convenience. Thank you for the opportunity to assist you with this project.

Respectfully submitted,

Keith Higgins

Keith B. Higgins, PE, TE

Attachments

						ITE LAND USE CODE	DAILY TRIP RATE	AM PEAK HOUR RATE	PM PEAK HOUR RATE
TRIP GENERATION RATES									
Single-Family Detached Housing (per unit)						210	8.77	0.72	0.93
Multifamily Housing (Low-Rise) (per unit)						220	7.41	0.45	0.53
Multifamily Housing (Mid-Rise) (per unit)						221	5.44	0.36	0.44
Senior Adult Housing - Attached (per unit)						252	3.69	0.20	0.27
General Office (per 1,000 sq. ft.)						710	9.74	1.16	1.15
Quality Restaurant (per 1,000 sq. ft.)						931	83.84	0.73	7.80
Shopping Center (per 1,000 sq. ft.)						820	37.75	0.94	3.81
						PROJECT SIZE			
CURRENT CPB TOTAL		Residential	Commercial	Municipal/Office		DAILY TRIPS	AM PEAK HOUR TRIPS	PM PEAK HOUR TRIPS	
1. CPB Without Olive Grove									
a. Single Family Homes		840 units				7,367	601	784	
b. Townhomes		277 units				2,053	126	146	
c. Apartments		80 units				435	29	35	
d. Senior Adult Housing - Attached		78 units				288	15	21	
e. Fire Station		0	sq. ft.	7,350	sq. ft.	50	12	2	
f. General Office		4,000	sq. ft.	0	sq. ft.	39	5	5	
g. Quality Restaurant		4,000	sq. ft.	0	sq. ft.	335	3	31	
h. Commercial		4,000	sq. ft.	0	sq. ft.	151	4	15	
i. Subtotal		1,275 units	12,000	sq. ft.	7,350	sq. ft.	10,718	795	1,039
j. Town Center Non-Residential (1e+f+g+h)						575	24	53	
2. CPB With Olive Grove									
a. Olive Grove Apartments		192 units				1,044	69	84	
b. Subtotal (1i + 2a)		1,467 units	12,000	sq. ft.	7,350	sq. ft.	11,762	864	1,123
3. 2005 TRAFFIC STUDY PHASES 1+2 *									
a. Phase 1		464 units	0	sq. ft.	0	sq. ft.	4,272	344	455
b. Phase 2		541 units	81,500	sq. ft.	30,000	sq. ft.	11,766	642	1,116
c. Phases 1+2 (3a + 3b)		1,005 units	81,500	sq. ft.	30,000	sq. ft.	16,038	986	1,571
d. Town Center Non-Residential Subtotal						7,825	327	715	
4. Original Phases 1+2 Traffic Assignment per 2005 Traffic Study, Figure 14**							1,037	1,605	
5. Net Difference Between CPB With Olive Grove and 2005 Traffic Study Trip Generation									
a. Net Numerical Difference (2b - 3c)						-4,276	-122	-448	
b. Net Percent Difference (5a divided by 3c)						-27%	-12%	-28%	
6. Net Difference Between CPB With Olive Grove and 2005 Traffic Study Trip Assignment									
a. Net Numerical Difference (2b - 4)							-173	-482	
b. Net Percent Difference (6a divided by 4)							-17%	-30%	
7. ORIGINAL GLR BUILDOUT *									
a. Phase 3 Only		685 units	46,500	sq. ft.	27,500	sq. ft.	10,955	608	1,095
b. Buildout (3c + 8a)		1,690 units	128,000	sq. ft.	57,500	sq. ft.	26,993	1,594	2,666
c. Net Buildout (7b minus 10% Internal Trips)						24,294	1,435	2,399	
8. Net Difference Between CPB With Olive Grove and Original Buildout (2b - 7c)							-12,532	-571	-1,276
9. CPB as Percent of Original Buildout - With Olive Grove (2b divided by 8c)							48%	60%	47%

Notes:

1. Trip generation rates - Institute of Transportation Engineers (ITE) "Trip Generation Manual," 10th Edition, 2017.
2. Trip activity for all residential land uses utilize fitted curve equations. Cited trip rates are equivalent rates per housing unit.
3. CPB data cited from *Glen Loma Ranch Traffic Study for Remaining Traffic Mitigation Measures Per the Glen Loma Ranch Development Agreement Section 4.4.7*, Keith Higgins Traffic Engineer, May 19, 2019. Commercial uses represent current CPB max. size.
4. * - 2005 Traffic Study Trip Generation - "Glen Loma Ranch Specific Plan Traffic Impact Report," Higgins Associates, June 6, 2005. See Attachment 2.
5. ** - 2005 Traffic Study Trip Assignment - "Glen Loma Ranch Specific Plan Traffic Impact Report," Higgins Associates, June 6, 2005. See Attachments 3 and 4.

Keith Higgins
Traffic Engineer

Attachment 1
Project Trip Generation
Comparison

Attachment 2 - 2005 Traffic Study

Table 6
Project Trip Generation

	ITE LAND USE CODE	PROJECT SIZE	DAILY TRIP RATES	PEAK HOUR TRIP RATES & DISTRIBUTION							
				AM PEAK HOUR				PM PEAK HOUR			
				TOTAL PEAK HOUR	% OF Daily Trips	IN	OUT	TOTAL PEAK HOUR	% OF Daily Trips	IN	OUT
TRIP GENERATION RATES											
Single Family Detached Housing	210	793 Homes	9.57	0.75	8%	0.25	0.75	1.01	11%	0.63	0.37
Town Homes	231	570 Units	5.86	0.67	11%	0.25	0.75	0.78	13%	0.58	0.42
Apartments	220	177 Units	6.72	0.51	8%	0.20	0.80	0.62	9%	0.65	0.35
Senior Housing (Congregate Care Facility) ¹	251	150 Units	4.52	0.16	4%	0.45	0.55	0.25	5%	0.61	0.39
Total Number Housing Units		1690 Units									
General Retail - Specialty Retail	814	20,000 SF	44.32	0.00	0%	0.00	0.00	2.71	6%	0.44	0.56
- Video Store	896	4,000 SF	175.00	0.00	0%	0.00	0.00	13.60	8%	0.46	0.54
- Bank	912	5,000 SF	246.49	12.34	5%	0.56	0.44	45.74	19%	0.50	0.50
Community Building	495	5,000 SF	114.00	1.62	1%	0.61	0.39	1.64	1%	0.29	0.71
Commercial/Service	SANDAG	25,000 SF	120.00	4.80	4%	0.60	0.40	12.00	10%	0.50	0.50
Restaurants - Quality	931	10,000 SF	89.95	0.81	1%	0.50	0.50	7.49	8%	0.67	0.33
- High Turnover	932	10,000 SF	127.15	11.52	9%	0.52	0.48	10.92	9%	0.61	0.39
Supermarket	850	34,000 SF	102.24	3.25	3%	0.61	0.39	10.45	10%	0.51	0.49
Offices	710	35,000 SF	11.01	1.55	14%	0.88	0.12	1.49	14%	0.17	0.83
Convenience Market (Northern Commercial)	852	3,000 SF	492.00	31.20	6%	0.50	0.50	34.57	7%	0.49	0.51
Specialty Retail (Northern Commercial)	814	4,500 SF	44.32	0.00	0%	0.00	0.00	2.71	6%	0.44	0.56
Total Town Center & Northern Commercial		155,500 SF									
Fire Station ²		30,000 SF	50.00	12.00	24%	6.00	6.00	2.00	4%	1.00	1.00
NUMBER OF TRIPS GENERATED											
	ITE LAND USE CODE	PROJECT SIZE	DAILY TRIPS	AM PEAK HOUR				PM PEAK HOUR			
				TOTAL PEAK HOUR	% OF Daily Trips	TRIPS IN	TRIPS OUT	TOTAL PEAK HOUR	% OF Daily Trips	TRIPS IN	TRIPS OUT
PROJECT TRIPS - PHASE 1 (2005 to 2010)											
Single Family Detached Housing	210	405 Homes	3,876	304	8%	76	228	409	11%	258	151
Town Homes	231	59 Units	396	40	10%	10	30	46	12%	27	19
TOTAL PROJECT TRIPS - PHASE I (Residential only)		464 Units	4,272	344	8%	86	258	455	11%	285	170
PROJECT TRIPS - PHASE 2 (2010 to 2014)											
Single Family Detached Housing	210	167 Homes	1,598	125	8%	31	94	169	11%	106	63
Town Homes	231	197 Units	1,154	100	9%	20	80	122	11%	79	43
Apartments	220	177 Units	1,189	90	8%	18	72	110	9%	72	38
Total Trips Housing Units		541 Units	3,941	315	8%	69	246	401	10%	257	144
General Retail - Specialty Retail	814	10,000 SF	443	0	0%	0	0	27	6%	12	15
Commercial/Service	SANDAG	12,500 SF	1,500	60	4%	36	24	150	10%	75	75
Restaurants - Quality	931	2,500 SF	225	2	1%	1	1	19	8%	13	6
- High Turnover	932	2,500 SF	318	29	9%	15	14	27	8%	16	11
Supermarket	850	34,000 SF	3,476	111	3%	68	43	355	10%	181	174
Offices	710	12,500 SF	138	19	14%	17	2	19	14%	3	16
Convenience Market (Northern Commercial)	852	3,000 SF	1,476	94	6%	47	47	104	7%	51	53
Specialty Retail (Northern Commercial)	814	4,500 SF	199	0	0%	0	0	12	6%	5	7
Total Trips Town Center & Northern Commercial		81,500 SF	7,775	315	4%	184	131	713	9%	356	357
Fire Station ²		30,000 SF	50	12	24%	6	6	2	4%	1	1
TOTAL PROJECT TRIPS - PHASE 2			11,766	642	5%	259	383	1,116	9%	614	502
PROJECT TRIPS - PHASE 3 (2014 to 2018)											
Single Family Detached Housing	210	221 Homes	2,115	166	8%	42	124	223	11%	140	83
Town Homes	231	314 Units	1,840	160	9%	32	128	195	11%	127	68
Senior Housing (Congregate Care Facility) ¹	252	150 Units	678	25	4%	11	14	37	5%	23	14
Total Trips Housing Units		685 Units	4,633	351	8%	85	266	455	10%	290	165
Community Building	495	5,000 SF	570	8	1%	5	3	8	1%	2	6
General Retail - Specialty Retail	814	10,000 SF	443	0	0%	0	0	27	6%	12	15
- Video Store	896	4,000 SF	700	0	0%	0	0	54	8%	25	29
- Bank	912	5,000 SF	1,232	62	5%	35	27	229	19%	115	114
Commercial/Service	SANDAG	12,500 SF	1,500	60	4%	36	24	150	10%	75	75
Restaurants - Quality	931	7,500 SF	675	6	1%	3	3	56	8%	38	18
- High Turnover	932	7,500 SF	954	86	9%	45	41	82	9%	50	32
Offices	710	22,500 SF	248	35	14%	31	4	34	14%	6	28
Total Trips Town Center & Northern Commercial		74,000 SF	6,322	257	4%	155	102	640	10%	323	317
TOTAL PROJECT TRIPS - PHASE 3			10,955	608	6%	240	368	1,095	10%	613	482
TOTAL PROJECT TRIPS - BUILDOUT			26,993	1,594	6%	585	1,009	2,666	10%	1,512	1,154
Internal Trips³ (~10%)			2,699	159		59	101	267		151	115
TOTAL PRIMARY PROJECT BUILDOUT TRIPS		1690 Units 155,500 SF	24,294	1,435	6%	526	908	2,399	10%	1,361	1,039

Notes:

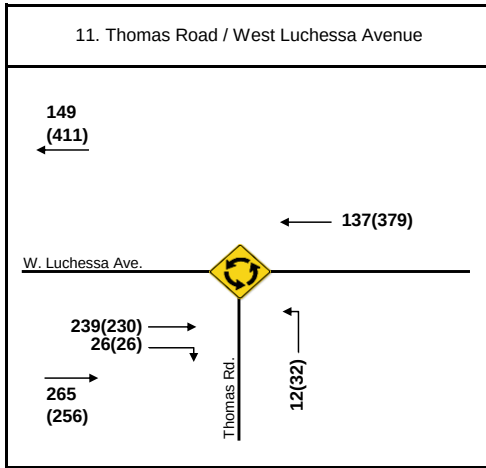
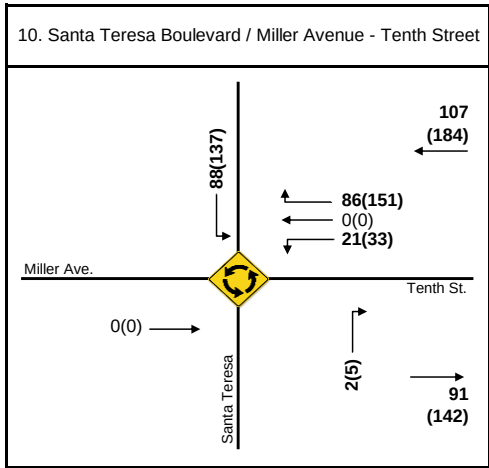
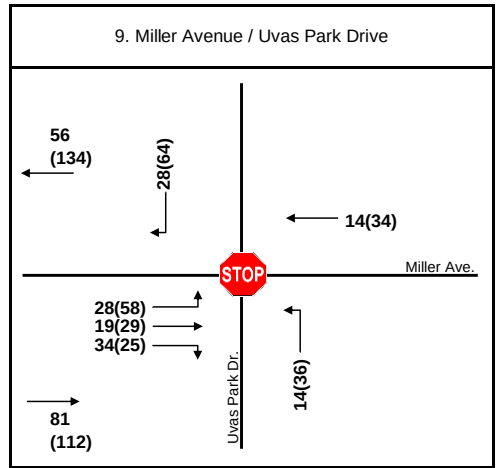
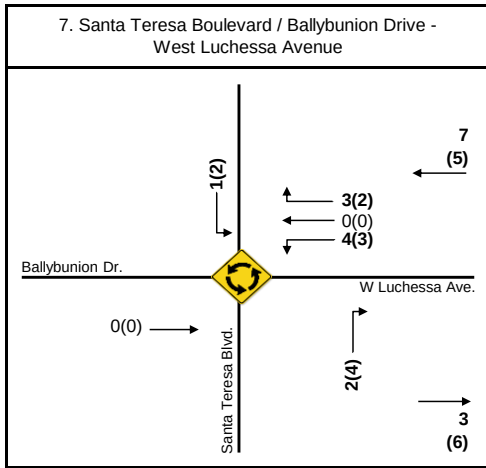
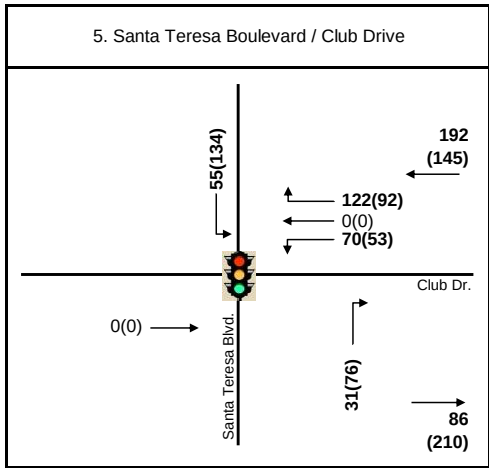
Trip generation rates published by Institute of Transportation Engineers,

"Trip Generation," 7th Edition, 2003, unless otherwise noted

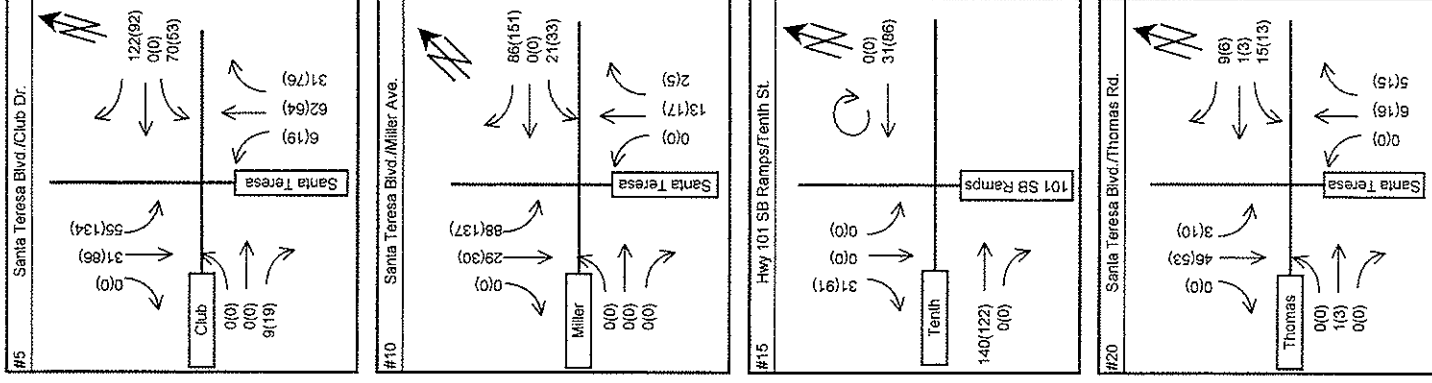
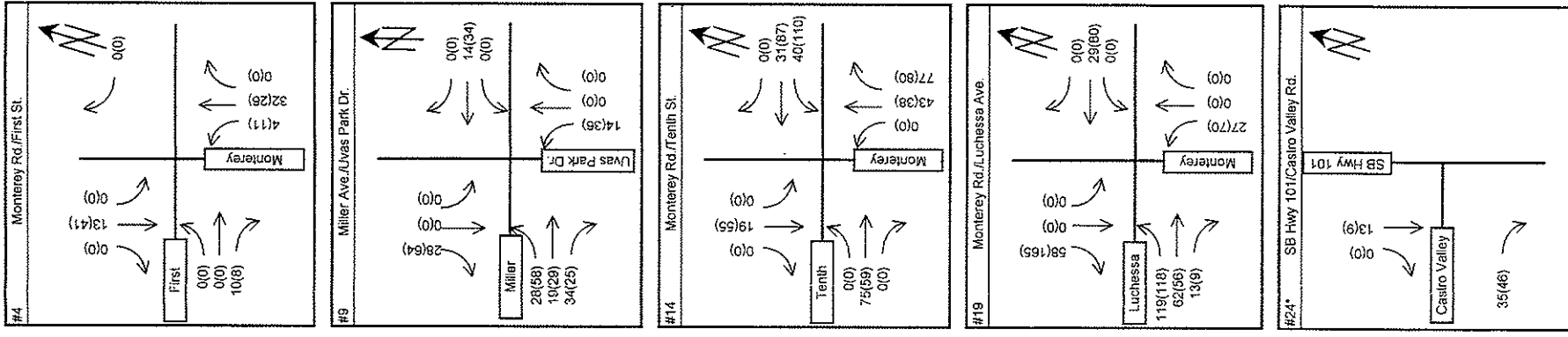
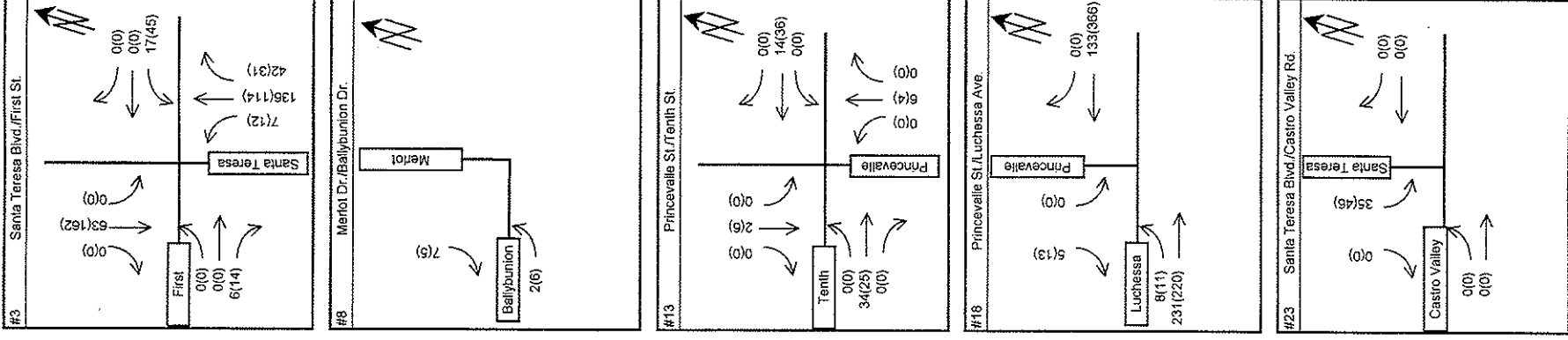
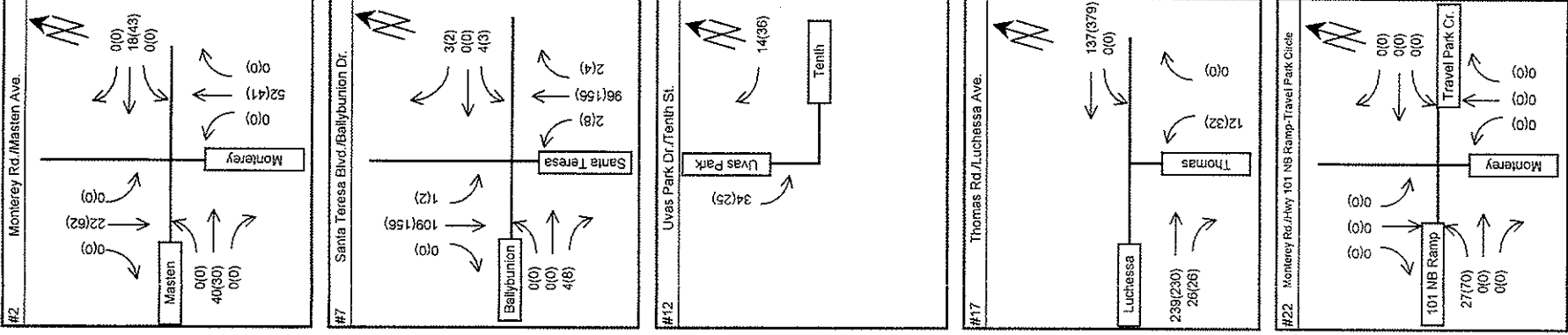
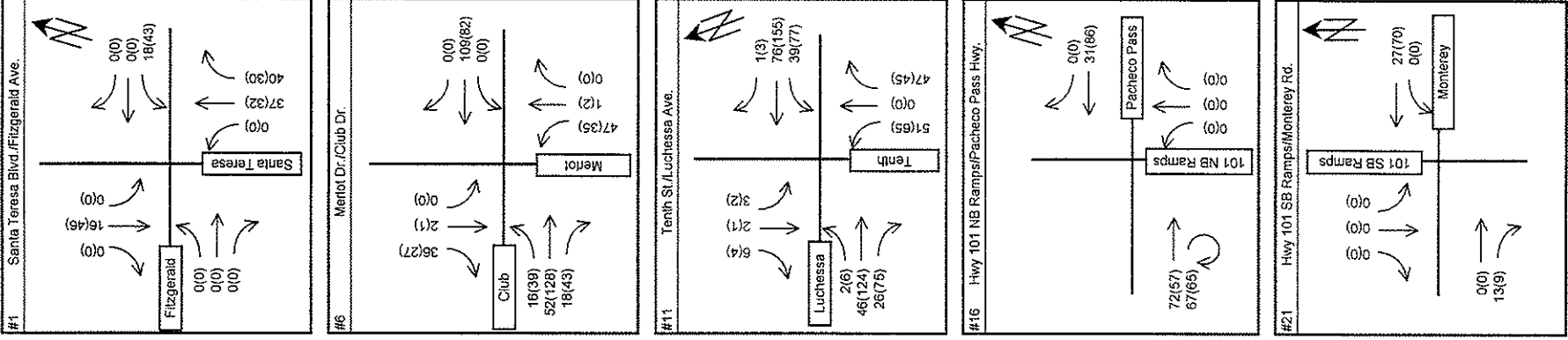
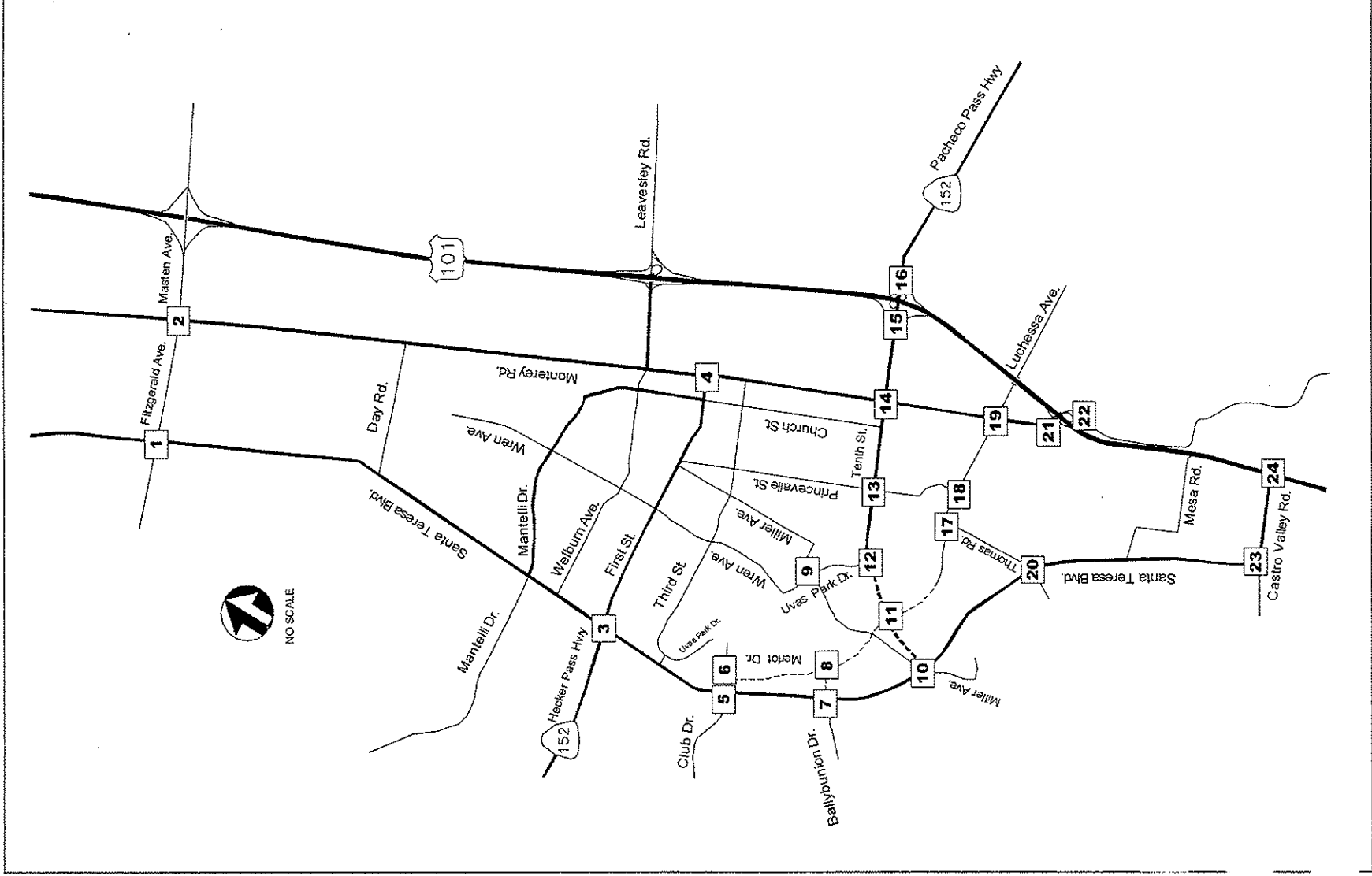
1. Based on a Paper Presented at the ITE 86th Annual Meeting on Senior Housing Trip Generation and Parking Characteristics

2. Based on discussions with Engineer Anthony Holiday 2/7/03

3. Internal capture rate of non-residential trips DUE TO Neighborhood District Land Use



			AM Peak Hour			Percent of Total	PM Peak Hour			Percent of Total
			In	Out	Total		In	Out	Total	
A. Figure 14 - Trip Assignment - Phase 1 + Phase 2										
Intersection										
No.	Name									
5	Santa Teresa /	Club	86	192	278	27%	210	145	355	22%
7	Santa Teresa /	Ballybunion	3	7	10	1%	6	5	11	1%
9	Uvas Park /	Miller	56	81	137	13%	134	112	246	15%
10	Santa Teresa /	Miller	91	107	198	19%	142	184	326	20%
11	Luchessa /	Thomas	149	265	414	40%	411	256	667	42%
Total			385	652	1,037	100%	903	702	1,605	100%
B. Table 6 - Project Trip Generation Totals										
GLR Phase 1			86	258	344		285	170	455	
GLR Phase 2			259	383	642		614	502	1,116	
Phases 1+2			345	641	986		899	672	1,571	
C. Trip Assignment Increase Above Trip Generation										
			40	11	51		4	30	34	
D. GLR 1+2 Trip Assignment as Percent of GLR 1+2 Trip										
			112%	102%	105%		100%	104%	102%	
Source: "Glen Loma Ranch Specific Plan Traffic Impact Report," Higgins Associates, June 6, 2005 (2005 Traffic Study), Table 6 and Figure 14.										



APPENDIX A -
2005 TRAFFIC
STUDY,
FIGURE 14

re volumes at intersection #24 were only used for freeway weaving analysis.

XX (YY) = AM (PM)

FIGURE 14
Project Trips - Phase 1 + Phase 2
AM & PM Peak Hour Volumes

**Attachment B: Glen Loma Ranch –
Comparison of Intersection Mitigations
in the 2005 EIR with Current Projected
Buildout (CPB), June 7, 2022**

Keith Higgins

Traffic Engineer

June 7, 2022

Glen Loma Group
c/o Augie Dent
7888 Wren Avenue D143
Gilroy, CA 95020

Re: Glen Loma Ranch – Comparison of Intersection Mitigations in the 2005 EIR with Current Projected Buildout (CPB)

Dear Augie:

This letter is in response to a request by Jon Biggs, Gilroy Interim Planning Director, to analyze the effect of the reduced trip generation from the Glen Loma Ranch Current Projected Buildout (CPB) on project traffic distribution, assignment and traffic operations at the following intersections and streets with remaining mitigation measures.

1. Study Intersection 1 – Santa Teresa Boulevard / Fitzgerald Avenue (Mitigation 34)
2. Study Intersection 3 – Santa Teresa Boulevard / First Street (State Route 152) (Mitigations 37 and 44)
3. Study Intersection 9 – Miller Avenue / Uvas Park Drive (Mitigations 35 and 39)
4. Study Intersection 13 – Princevalle Street / Tenth Street (Mitigation 40)
5. Study Intersection 17 – Thomas Road / Luchessa Avenue (Mitigation 41)
6. Study Intersection 18 – Princevalle Street / Luchessa Avenue (Associated with Mitigation 41)
7. Study Intersection 19 – Monterey Road / Luchessa Avenue (Mitigation 43)

The locations of these intersections are shown on **Attachment A**. For reference, the original 2005 Project mitigations for these seven intersections are excerpted in **Attachment B**.

A. CPB Trip Generation Summary

My letter to you dated May 26, 2022 indicated that the CPB will generate about 11,762 daily trips with 864 in the AM peak hour and 1,123 in the PM peak hour. These are about 27% less daily trips and 17% less AM traffic and 30% less PM traffic than was anticipated for Glen Loma Ranch Phases 1+2 (Phases 1+2). The CPB is also expected to generate about 60% less AM peak hour traffic and 40% less PM peak hour traffic than the 24,294 daily, 1,435 AM and 2,399 PM trips anticipated for the original Glen Loma Ranch Buildout.

B. CPB Traffic Volume Forecasts

The CPB AM and PM peak hour trip assignments to the study intersections are illustrated on **Attachment C** using the same trip distribution and assignment assumptions used in the “Glen Loma Ranch Specific Plan Traffic Impact Report,” June 6, 2005, prepared by my previous firm, Higgins Associates, (2005 Traffic Study). CPB volumes are added to the 2005 Traffic Study Background volumes, the base volumes for the analysis of Phases 1+2 impacts. The resulting CPB volumes are depicted on **Attachment D**.

C. Background Plus CPB Traffic Operations

Attachment E provides a summary table with Background plus Phases 1+2 (Phases 1+2) levels of service and recommended mitigation measures used as the basis for the mitigation measures described in **Attachment B**. It also tabulates levels of service and recommended mitigation measures with the lower CPB volumes. The results by intersection are as follows.

1. Study Intersection 1 – Santa Teresa Boulevard / Fitzgerald Avenue (Mitigation 34)

The Santa Teresa Boulevard / Fitzgerald Avenue intersection had four-way stop control at the time when the 2005 Traffic Study was prepared. The mitigation included the installation of a traffic signal for Phases 1+2 traffic conditions. The traffic signal was installed many years ago. No additional mitigations were identified to accommodate Phases 1+2. The CPB will result in less traffic at this intersection, with slightly improved traffic operations compared to what was expected with Phases 1+2 impacts. No additional mitigations are required for the CPB.

2. Study Intersection 3 – Santa Teresa Boulevard / First Street (State Route 152) (Mitigations 37 & 44)

The Santa Teresa Boulevard / First Street (State Route 152) intersection was expected to operate at LOS C under Phases 1+2 conditions. CPB traffic operations will be slightly better than what was expected under the Phases 1 + 2 condition. Mitigations 37 and 44 were identified for Phase 3 impacts and thus are not triggered at this intersection by the CPB.

3. Study Intersection 9 – Miller Avenue / Uvas Park Drive (Mitigations 35 & 39)

Phases 1+2 mitigation at the Miller Avenue / Uvas Park Drive intersection included the installation of a northbound Uvas Park Drive left turn lane. This mitigation will be required for the CPB as well, although traffic volumes will be lower than expected with Phases 1+2. Mitigation 39 was identified for Phase 3 impacts and thus is not triggered at this intersection by the CPB.

4. Study Intersection 13 – Princevalle Street / Tenth Street (Mitigation 40)

The Princevalle Street / 10th St intersection was signalized in 2005. The mitigation at this intersection included adding left turn traffic signal phasing (left turn arrows) on all four intersection approaches to better accommodate the high amount of pedestrian traffic before and after school hours at Gilroy High School and Glen View

Elementary School. The left turn phasing was installed many years ago. No additional mitigation is required for the CPB at this intersection.

5. Study Intersection 17 – Thomas Road / Luchessa Avenue (Mitigation 41)

The mitigation at the Thomas Road / Luchessa Avenue intersection was the conversion of an all-way stop controlled channelized intersection to a one lane roundabout. This was constructed in 2015. It was adequate mitigation for Phases 1+2 and will adequately mitigate the lower volumes now anticipated for the CPB. No additional mitigation is required for the CPB at this intersection.

6. Study Intersection 18 – Princeville Street / Luchessa Avenue (indirectly associated with Mitigation 41 and Luchessa Avenue bridge widening)

The Princeville / Luchessa Avenue intersection had stop control and no eastbound Luchessa Avenue left turn lane in 2005. Mitigation was recommended to include a traffic signal and eastbound left turn lane, which were installed in 2016. This mitigation is adequate to accommodate Phases 1+2. It will operate better with the lower volume CPB. No additional mitigation is required for the CPB at this intersection.

7. Study Intersection 19 – Monterey Road / Luchessa Avenue (Mitigation 43)

The Monterey Road / Luchessa Avenue intersection was determined in the 2005 EIR to not require mitigation to accommodate Phases 1+2 impacts. The impacts for the CPB will be reduced from the impacts expected under Phases 1 + 2. It will therefore operate acceptably with no mitigation for the CPB. Mitigation 43 was identified for Phase 3 impacts and thus is not triggered at this intersection for the CPB.

D. Summary and Conclusion

Because the CPB trip generation and traffic assignments are substantially less than the original GLR 1+2 trip generation, the Phases 1+2 mitigation measures will adequately mitigate the CPB. The specific CPB mitigations at each study intersection are summarized below.

1. Study Intersection 1 – Santa Teresa Boulevard / Fitzgerald Avenue – No additional mitigations are required for the CPB.
2. Study Intersection 3 – Santa Teresa Boulevard / First Street (State Route 152) – Mitigations at this intersection were identified for Phase 3 impacts and thus are not triggered at this intersection by the CPB.
3. Study Intersection 9 – Miller Avenue / Uvas Park Drive – The existing mitigation measure to construct a northbound Uvas Park Drive left turn lane will be required for the CPB.
4. Study Intersection 13 – Princeville Street / Tenth Street – Mitigation is complete. No additional mitigation is required by the CPB from what has already been installed.
5. Study Intersection 17 – Thomas Road / Luchessa Avenue – Mitigation is complete. No additional mitigation is required by the CPB from what has already been installed.
6. Study Intersection 18 – Princeville Street / Luchessa Avenue – Mitigation is complete. No additional mitigation is required by the CPB from what has already been installed.

Glen Loma Group
June 7, 2022

7. Study Intersection 19 – Monterey Road / Luchessa Avenue – Mitigations at this intersection were identified for Phase 3 impacts and thus are not triggered at this intersection by the CPB.

The major finding is that, due to the substantial reduction in CPB traffic generation compared to the GLR Phases 1+2 analyzed in the 2005 Traffic Study, the CPB does not trigger any Phase 3 mitigation measures.

If you have any questions regarding the contents of this letter or need additional information, please do not hesitate to contact me at your convenience. Thank you for the opportunity to assist you with this project.

Respectfully submitted,

Keith Higgins

Keith B. Higgins, PE, TE

Attachments

Attachment A, Sheet 1 of 2

INTERSECTIONS AND STREETS WITH REMAINING GLEN

LOMA RANCH SPECIFIC PLAN MITIGATION MEASURES



INTERSECTIONS AND STREETS WITH REMAINING GLEN LOMA
RANCH SPECIFIC PLAN MITIGATION MEASURES



Attachment B

Transportation Mitigation Measures for the Subject Intersections from the Addendum to the Certified Final EIR – Glen Loma Ranch Specific Plan SCN 2003042018, Dated: March 24, 2014

This information is provided for reference only.

3.8 Transportation/Traffic Mitigations for Subject Intersections – Full 2005 Project

34. Signalize the Santa Teresa Boulevard/Fitzgerald Avenue intersection and add eastbound and westbound left turn lanes.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase II.

Note: MM 34 partially implemented – the signal was built at this location and is operational.

35. Add a northbound left turn lane to the Uvas Park Drive/Miller Avenue intersection.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase II.

37. Add second eastbound and westbound left turn lanes to the Santa Teresa Boulevard/First Street intersection.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

39. Signalize the Uvas Park Drive/Miller Avenue intersection and add northbound and southbound left-turn lanes.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

40. Convert the signal phasing at the Princeville Street/Tenth Street intersection from permitted phasing to protected phasing.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

Note: MM 40 has been implemented – the signal modification was installed at this location and is operational.

41. If the Thomas Road/Luchessa Avenue intersection was converted to a one lane modern roundabout, add a second lane to the roundabout and widen the Luchessa Avenue Bridge to four lanes. This would result in LOS A during both the AM and PM peak hours.

OR

If the Thomas Road/Luchessa Avenue intersection was signalized and a northbound right turn lane was added, add a second westbound left turn lane and westbound through lane and widen the Luchessa Avenue Bridge to four lanes.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

Attachment B

Transportation Mitigation Measures for the Subject Intersections from the

Addendum to the Certified Final EIR – Glen Loma Ranch Specific Plan SCN 2003042018, Dated: March 24, 2014

This information is provided for reference only.

3.8 Transportation/Traffic Mitigations for Subject Intersections – Full 2005 Project (continued)

42. Signalize the Princevalle Street/Luchessa Avenue intersection and add an eastbound left turn lane.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

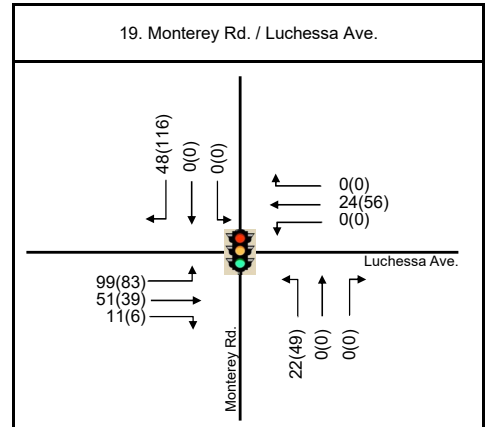
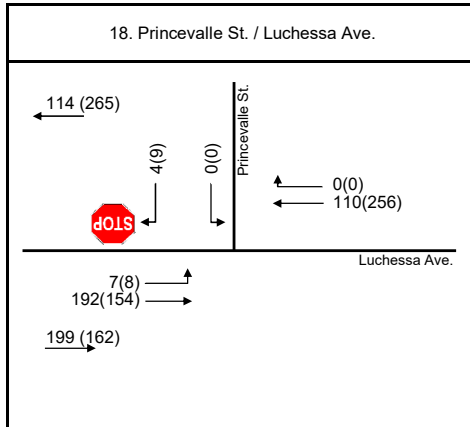
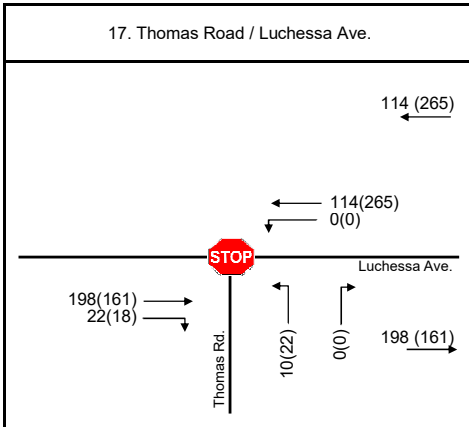
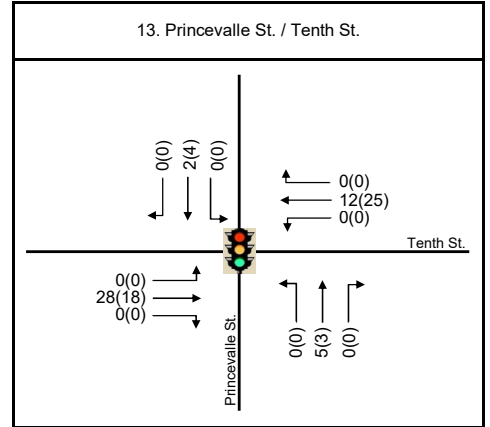
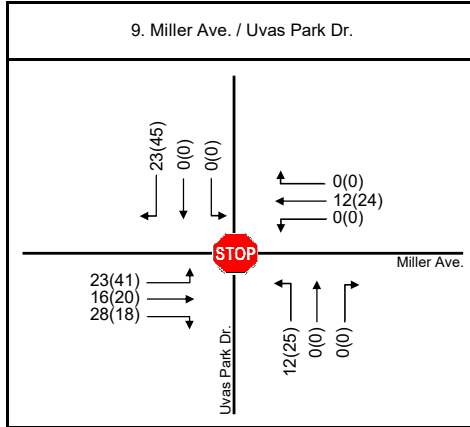
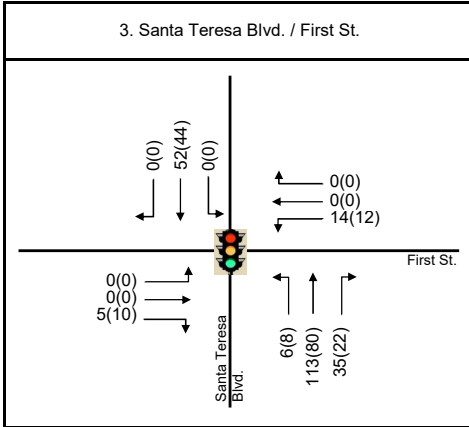
Note: MM 42 complete – the project was built and is operational.

43. Add second northbound and westbound left turn lanes at the Monterey Street/Luchessa Avenue intersection.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

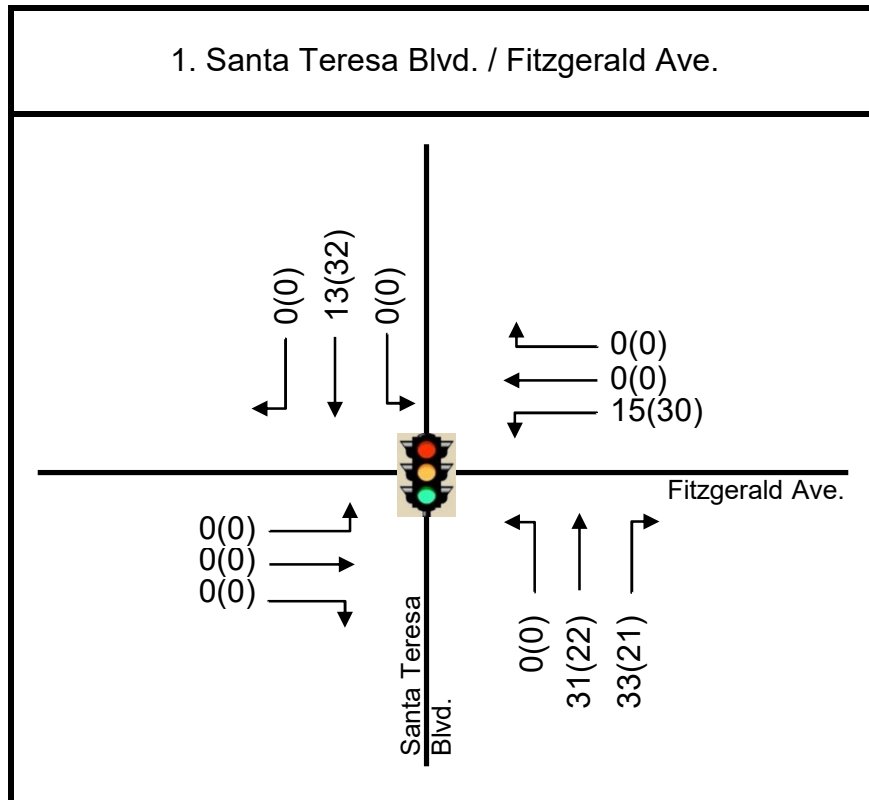
44. Add an eastbound and westbound through lane on First Street at its intersection with Santa Teresa Boulevard.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.



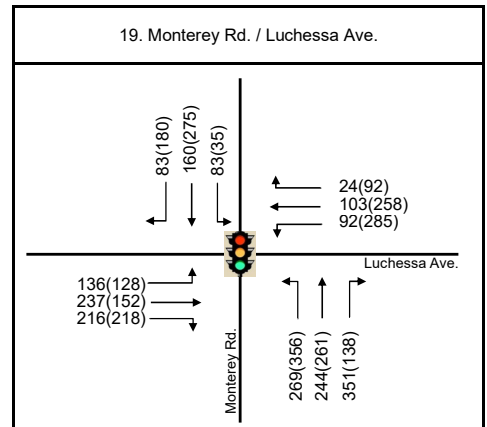
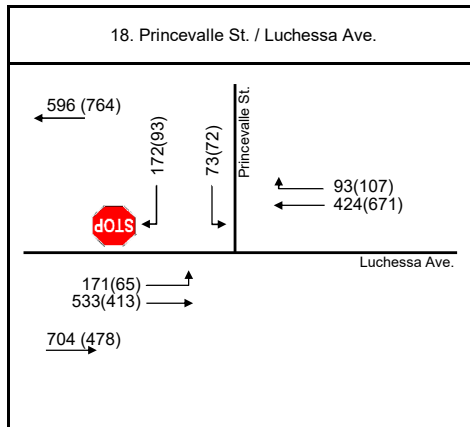
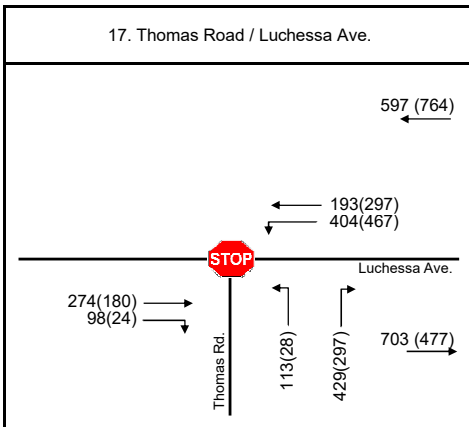
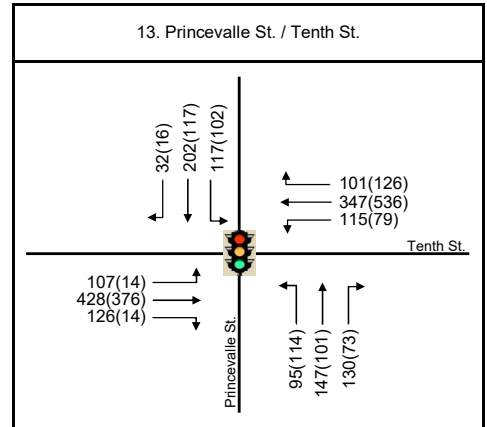
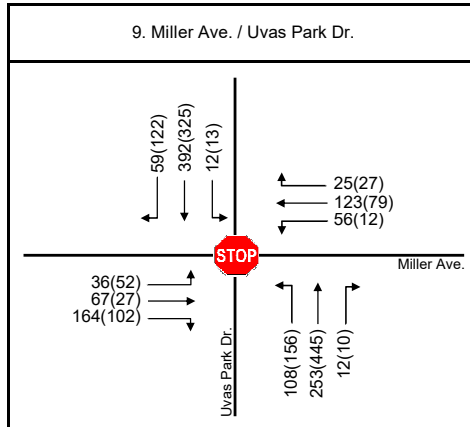
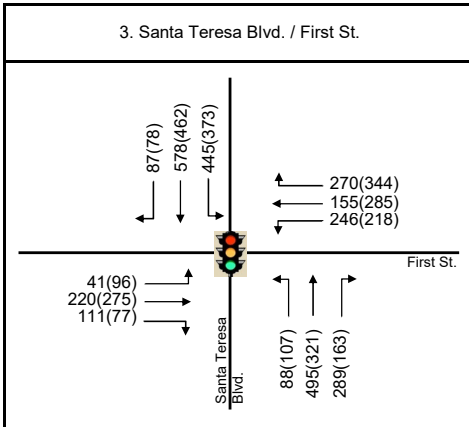
Keith Higgins
Traffic Engineer

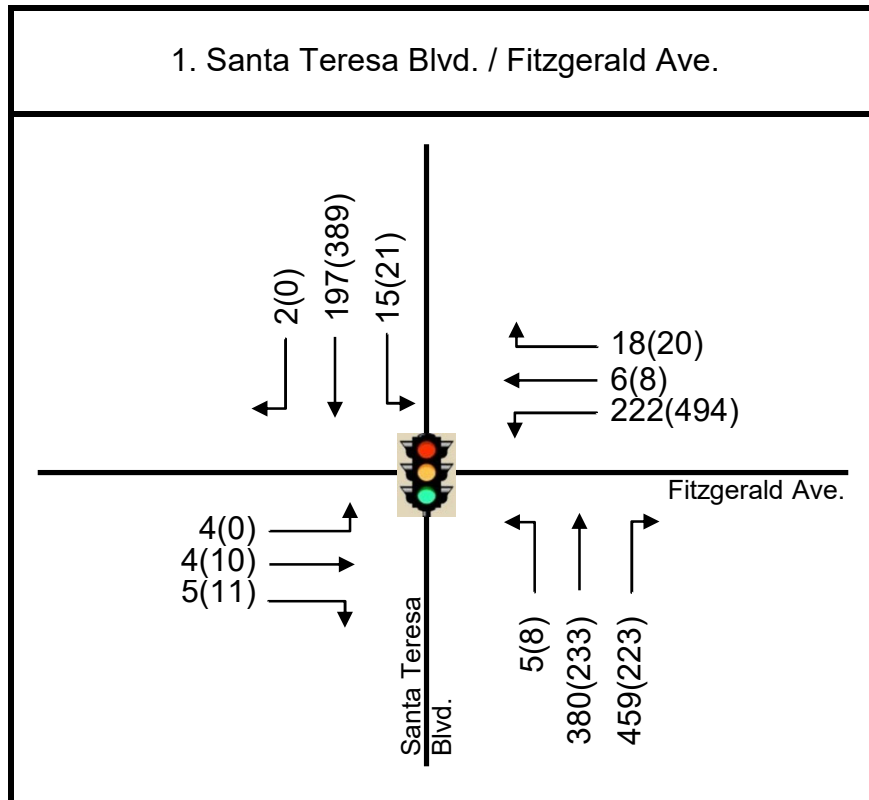
Attachment C
Project Trip Assignment
Current Project Buildout
AM & PM Peak Hour Volumes
(Page 1 of 2)



Keith Higgins
Traffic Engineer

Attachment C
Project Trip Assignment
Current Project Buildout
AM & PM Peak Hour Volumes
(Page 2 of 2)





Attachment E
Remaining Glen Loma Ranch Intersections
Levels of Service with GLR Phases 1+2 and CPB

Intersection	Level of Service Standard	2005 Intersection Control	Operations Type	Background + Phases 1+2 (2005 TIA)				Background + CPB			
				AM		PM		AM		PM	
				Del	LOS	Del	LOS	Del	LOS	Del	LOS
1 Santa Teresa Fitzgerald	County: LOS D City: LOS C	All-Way Stop	Unmitigated Delay and LOS with Improvements in place in 2005	14.8 B		35.2 E		14.7 B		31.4 D	
			Improvements Already Implemented	Traffic Signal				Traffic Signal			
			Delay and LOS With Mitigations	21.1 C+		30.5 C		21.0 C+		29.6 C	
			GLR EIR Mitigation	Traffic Signal already installed. None Required.				N.A.			
			Recommended CPB Mitigation	N.A.				Traffic Signal already installed. None Required.			
3 Santa Teresa First	City: LOS C	Signal	Unmitigated Delay and LOS with Improvements in place in 2005	25.0 C		25.3 C		25.0 C		25.1 C	
			Delay and LOS With Mitigations								
			GLR EIR Mitigation	None Required				N.A.			
			Recommended CPB Mitigation	N.A.				None Required			
9 Miller Uvas	City: LOS C	All-Way Stop	Unmitigated Delay and LOS with Improvements in place in 2005	28.8 D		46.2 E		21.3 C		44.0 E	
			Delay and LOS With NB Uvas Left Only	24.9 C		24.0 C		19.5 C		23.4 C	
			GLR EIR Mitigation	Add NB Uvas Left Turn Lane				N.A.			
			Recommended CPB Mitigation	N.A.				Add NB Uvas Left Turn Lane			
13 Princevalle Tenth	City: LOS C	Traffic Signal with No Left Turn Phases	Unmitigated Delay and LOS with Improvements in place in 2005	10.1 B+		9.1 A		10.2 B+		9.2 A	
			GLR EIR Mitigation	LT Phasing all 4 directions is already in place.				LT Phasing all 4 directions is already in place.			
			Recommended CPB Mitigation								
17 Thomas Luchessa	City: LOS C	All-Way Stop	Unmitigated Delay and LOS with Improvements in place in 2005	60.8 F		114.1 F		51.1 F		64.7 F	
			Delay and LOS With Mitigations	6.9 A		8.7 A		6.6 A		6.9 A	
			GLR EIR Mitigation	1-Lane Roundabout							
			Recommended CPB Mitigation					1-Lane Roundabout			
18 Princevalle Luchessa	City: LOS D	Princevalle Stop Sign	Unmitigated Delay and LOS with Improvements in place in 2005	28.4 D		34.9 D		25.0 D		25.8 D	
			Improvements Already Implemented	Traffic Signal				Traffic Signal			
			GLR EIR Mitigation	None Required							
			Recommended CPB Mitigation					None Required			
19 Monterey Luchessa		Signal	Unmitigated Delay and LOS with Improvements in place in 2005	23.9 C		29.4 C		23.4 C		28.0 C	
			GLR EIR Mitigation	None Required							
			Recommended CPB Mitigation					None Required			

Notes:

- Delays under Background + Phases 1+2 were verified in analysis model, prior to use under Background + CPB, to either match exactly the values in 2005 report or to be no more than 1.0 seconds different.

Appendix 1

Level of Service Calculations

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9001 Santa Teresa / Fitzgerald

Cycle (sec): 80 Critical Vol./Cap.(X): 0.646

Loss Time (sec): 12 Average Delay (sec/veh): 15.1

Optimal Cycle: 0 Level Of Service: C

Street Name: Santa Teresa Blvd

Fitzgerald Ave

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|

Control: Stop Sign Stop Sign Stop Sign Stop Sign

Rights: Include Include Include Include

Min. Green: 7 10 10 7 10 10 4 4 4 10 10 10

Lanes: 1 0 1 0 1 1 0 0 1 0 0 0 0 1! 0 0

-----|-----|-----|-----|

Volume Module:AM Peak Hour

Base Vol: 5 386 465 15 201 2 4 4 5 225 6 18

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 5 386 465 15 201 2 4 4 5 225 6 18

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 5 386 465 15 201 2 4 4 5 225 6 18

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 5 386 465 15 201 2 4 4 5 225 6 18

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 5 386 465 15 201 2 4 4 5 225 6 18

-----|-----|-----|-----|

Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 1.00 1.00 1.00 0.99 0.01 0.31 0.31 0.38 0.91 0.02 0.07

Final Sat.: 578 631 720 508 546 5 156 156 195 509 14 41

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.01 0.61 0.65 0.03 0.37 0.37 0.03 0.03 0.03 0.44 0.44 0.44

Crit Moves: **** **** **** ****

Delay/Veh: 8.9 16.7 16.0 9.7 12.4 12.4 9.6 9.6 9.6 13.7 13.7 13.7

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 8.9 16.7 16.0 9.7 12.4 12.4 9.6 9.6 9.6 13.7 13.7 13.7

LOS by Move: A C C A B B A A A B B B

ApproachDel: 16.3 12.2 9.6 13.7

Delay Adj: 1.00 1.00 1.00

ApprAdjDel: 16.3 12.2 9.6 13.7

LOS by Appr: C B A B

AllWayAvgQ: 0.0 1.5 1.7 0.0 0.5 0.5 0.0 0.0 0.0 0.7 0.7 0.7

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

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #9003 Santa Teresa Blvd. / First St.

Cycle (sec): 70 Critical Vol./Cap.(X): 0.646

Loss Time (sec): 12 Average Delay (sec/veh): 25.0

Optimal Cycle: 49 Level Of Service: C

Street Name: Santa Teresa Blvd. First St.

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|

Control: Protected Protected Protected Protected

Rights: Include Include Include Ignore

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Lanes: 1 0 2 0 1 2 0 2 0 1 1 0 1 0 1

-----|-----|-----|-----|

Volume Module:AM Peak Hour

Base Vol: 89 518 295 445 590 87 41 220 112 249 155 270

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 89 518 295 445 590 87 41 220 112 249 155 270

User Adj: 1.00 1.00 0.50 1.00 1.00 0.50 1.00 1.00 0.50 1.00 1.00 0.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00

PHF Volume: 89 518 148 445 590 44 41 220 56 249 155 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 89 518 148 445 590 44 41 220 56 249 155 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00

FinalVolume: 89 518 148 445 590 44 41 220 56 249 155 0

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.92 1.00 0.92 0.83 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92

Lanes: 1.00 2.00 1.00 2.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Sat.: 1750 3800 1750 3150 3800 1750 1750 1900 1750 1750 1900 1750

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Capacity Analysis Module:

Vol/Sat: 0.05 0.14 0.08 0.14 0.16 0.02 0.02 0.12 0.03 0.14 0.08 0.00

Crit Moves: **** **** ****

Green Time: 7.4 14.8 14.8 15.3 22.6 22.6 6.2 12.5 12.5 15.4 21.7 0.0

Volume/Cap: 0.48 0.65 0.40 0.65 0.48 0.08 0.26 0.65 0.18 0.65 0.26 0.00

Uniform Del: 29.5 25.2 23.8 24.9 19.0 16.4 29.7 26.7 24.4 24.8 18.1 0.0

IncremntDel: 2.0 1.8 0.7 2.1 0.3 0.1 0.9 4.3 0.3 3.8 0.2 0.0

InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00

Delay/Veh: 31.4 27.1 24.5 27.0 19.3 16.5 30.6 31.0 24.6 28.6 18.4 0.0

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 31.4 27.1 24.5 27.0 19.3 16.5 30.6 31.0 24.6 28.6 18.4 0.0

LOS by Move: C C C C B- B C C C C B- A

HCM2kAvgQ: 3 6 3 6 5 1 1 6 1 6 3 0

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9009 Uvas Park / Miller

Cycle (sec): 100 Critical Vol./Cap.(X): 0.906

Loss Time (sec): 0 Average Delay (sec/veh): 28.8

Optimal Cycle: 0 Level Of Service: D

Street Name: Uvas Park Dr. Miller Ave.

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Stop Sign Stop Sign Stop Sign Stop Sign

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

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Volume Module:AM Peak Hour

Base Vol: 110 253 12 12 392 64 41 70 170 56 125 25

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 110 253 12 12 392 64 41 70 170 56 125 25

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95

PHF Volume: 116 266 13 13 413 67 43 74 179 59 132 26

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 116 266 13 13 413 67 43 74 179 59 132 26

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 116 266 13 13 413 67 43 74 179 59 132 26

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Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.29 0.68 0.03 0.02 0.84 0.14 0.15 0.25 0.60 0.27 0.61 0.12

Final Sat.: 148 341 16 14 455 74 70 119 289 118 263 53

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Capacity Analysis Module:

Vol/Sat: 0.78 0.78 0.78 0.91 0.91 0.91 0.62 0.62 0.62 0.50 0.50 0.50

Crit Moves: **** **** ****

Delay/Veh: 27.3 27.3 27.3 41.5 41.5 41.5 18.7 18.7 18.7 16.5 16.5 16.5

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 27.3 27.3 27.3 41.5 41.5 41.5 18.7 18.7 18.7 16.5 16.5 16.5

LOS by Move: D D D E E E C C C C C C

ApproachDel: 27.3 41.5 18.7 16.5

Delay Adj: 1.00 1.00 1.00

ApprAdjDel: 27.3 41.5 18.7 16.5

LOS by Appr: D E C C

AllWayAvgQ: 2.4 2.4 2.4 4.8 4.8 4.8 1.2 1.2 1.2 0.7 0.7 0.7

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

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #9013 Princeville / Tenth

Cycle (sec): 60 Critical Vol./Cap.(X): 0.419

Loss Time (sec): 6 Average Delay (sec/veh): 10.1

Optimal Cycle: 23 Level Of Service: B+

Street Name: Princeville St. Tenth St.

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Permitted Permitted Permitted Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Lanes: 1 0 0 1 0 1 0 0 1 0 1 1 0 1 0 1

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Volume Module:AM Peak Hour

Base Vol: 95 148 120 117 203 32 107 433 126 115 349 101

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 95 148 120 117 203 32 107 433 126 115 349 101

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 95 148 120 117 203 32 107 433 126 115 349 101

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 95 148 120 117 203 32 107 433 126 115 349 101

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 95 148 120 117 203 32 107 433 126 115 349 101

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.92 0.95 0.95 0.92 0.95 0.95 0.92 1.00 0.92 0.92 1.00 0.92

Lanes: 1.00 0.55 0.45 1.00 0.86 0.14 1.00 1.00 1.00 1.00 1.00 1.00

Final Sat.: 1750 994 806 1750 1555 245 1750 1900 1750 1750 1900 1750

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Capacity Analysis Module:

Vol/Sat: 0.05 0.15 0.15 0.07 0.13 0.13 0.06 0.23 0.07 0.07 0.18 0.06

Crit Moves: ****

Green Time: 21.3 21.3 21.3 21.3 21.3 21.3 32.7 32.7 32.7 32.7 32.7 32.7

Volume/Cap: 0.15 0.42 0.42 0.19 0.37 0.37 0.11 0.42 0.13 0.12 0.34 0.11

Uniform Del: 13.2 14.6 14.6 13.3 14.3 14.3 6.6 8.1 6.7 6.7 7.6 6.6

IncremntDel: 0.1 0.4 0.4 0.1 0.4 0.4 0.1 0.3 0.1 0.1 0.2 0.0

InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Delay/Veh: 13.3 15.1 15.1 13.5 14.7 14.7 6.7 8.3 6.8 6.7 7.8 6.7

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 13.3 15.1 15.1 13.5 14.7 14.7 6.7 8.3 6.8 6.7 7.8 6.7

LOS by Move: B B B B B B A A A A A A

HCM2kAvgQ: 1 4 4 2 4 4 1 5 1 1 4 1

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9017 Thomas / Luchessa

Cycle (sec): 100 Critical Vol./Cap.(X): 1.133

Loss Time (sec): 0 Average Delay (sec/veh): 60.8

Optimal Cycle: 0 Level Of Service: F

Street Name: Thomas Rd. Luchessa Ave.

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Stop Sign Stop Sign Stop Sign Stop Sign

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 0 0 1 0 0 0 0 0 0 1 0 1 0 1 0 0 0

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Volume Module:AM Peak Hour

Base Vol: 115 0 431 0 0 0 0 0 315 102 405 216 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 115 0 431 0 0 0 0 0 315 102 405 216 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 115 0 431 0 0 0 0 0 315 102 405 216 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 115 0 431 0 0 0 0 0 315 102 405 216 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 115 0 431 0 0 0 0 0 315 102 405 216 0

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Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.21 0.00 0.79 0.00 0.00 0.00 0.00 1.00 1.00 0.65 0.35 0.00

Final Sat.: 126 0 471 0 0 0 0 0 490 542 357 191 0

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Capacity Analysis Module:

Vol/Sat: 0.91 xxxx 0.91 xxxx xxxx xxxx 0.64 0.19 1.13 1.13 xxxx

Crit Moves: **** **** ****

Delay/Veh: 42.8 0.0 42.8 0.0 0.0 0.0 0.0 21.5 10.7 104.7 105 0.0

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 42.8 0.0 42.8 0.0 0.0 0.0 0.0 21.5 10.7 104.7 105 0.0

LOS by Move: E * E * * * * C B F F *

ApproachDel: 42.8 xxxxxx 18.9 104.7

Delay Adj: 1.00 xxxxxx 1.00 1.00

ApprAdjDel: 42.8 xxxxxx 18.9 104.7

LOS by Appr: E * C F

AllWayAvgQ: 5.6 5.6 5.6 0.0 0.0 0.0 0.0 1.6 0.2 14.5 14.5 14.5

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

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9018 Princeville / Luchessa

Average Delay (sec/veh): 5.6 Worst Case Level Of Service: D[28.4]

Street Name: Princeville St.

Luchessa Ave.

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Stop Sign

Stop Sign

Uncontrolled

Uncontrolled

Rights: Include

Include

Include

Include

Lanes: 0 0 0 0 0 1 0 0 0 1 0 1 0 0 0 1 0

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Volume Module:AM Peak Hour

Base Vol: 0 0 0 74 0 173 172 573 0 0 448 94

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 0 0 74 0 173 172 573 0 0 448 94

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 0 0 0 74 0 173 172 573 0 0 448 94

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

FinalVolume: 0 0 0 74 0 173 172 573 0 0 448 94

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Critical Gap Module:

Critical Gp:xxxxx xxxxx xxxxx 6.4 xxxxx 6.2 4.1 xxxxx xxxxxx xxxxx xxxxx xxxxx

FollowUpTim:xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 2.2 xxxxx xxxxxx xxxxx xxxxx xxxxx

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Capacity Module:

Cnflct Vol: xxxxx xxxxx xxxxx 1412 xxxxx 495 542 xxxxx xxxxxx xxxxx xxxxx xxxxx

Potent Cap.: xxxxx xxxxx xxxxx 154 xxxxx 579 1037 xxxxx xxxxxx xxxxx xxxxx xxxxx

Move Cap.: xxxxx xxxxx xxxxx 132 xxxxx 579 1037 xxxxx xxxxxx xxxxx xxxxx xxxxx

Volume/Cap: xxxxx xxxxx xxxxx 0.56 xxxxx 0.30 0.17 xxxxx xxxxx xxxxx xxxxx xxxxx

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Level Of Service Module:

2Way95thQ: xxxxx xxxxx xxxxx 2.8 xxxxx 1.2 0.6 xxxxx xxxxxx xxxxx xxxxx xxxxx

Control Del:xxxxxx xxxxx xxxxx 62.5 xxxxx 13.9 9.2 xxxxx xxxxxx xxxxx xxxxx xxxxx

LOS by Move: * * * F * B A * * * * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

SharedQueue:xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.6 xxxxx xxxxxx xxxxx xxxxx xxxxx

Shrd ConDel:xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 9.2 xxxxx xxxxxx xxxxx xxxxx xxxxx

Shared LOS: * * * * * A * * * * *

ApproachDel: xxxxxx 28.4 xxxxxx xxxxxx

ApproachLOS: * D * *

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

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #9019 Monterey / Luchessa

Cycle (sec): 90 Critical Vol./Cap.(X): 0.437

Loss Time (sec): 12 Average Delay (sec/veh): 23.9

Optimal Cycle: 37 Level Of Service: C

Street Name: Monterey Rd. Luchessa Ave.

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Protected Protected Protected Protected

Rights: Ovl Ovl Ovl Ovl

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 1 0 1 0

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Volume Module:AM Peak Hour

Base Vol: 256 245 351 83 161 93 156 249 220 92 108 24

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 256 245 351 83 161 93 156 249 220 92 108 24

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 256 245 351 83 161 93 156 249 220 92 108 24

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 256 245 351 83 161 93 156 249 220 92 108 24

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 256 245 351 83 161 93 156 249 220 92 108 24

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 0.92 0.95 0.95

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00 0.82 0.18

Final Sat.: 1750 3800 1750 1750 3800 1750 1750 1900 1750 1750 1473 327

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Capacity Analysis Module:

Vol/Sat: 0.15 0.06 0.20 0.05 0.04 0.05 0.09 0.13 0.13 0.05 0.07 0.07

Crit Moves: **** *

Green Time: 31.2 30.5 41.3 9.8 9.0 29.8 20.7 27.0 58.2 10.8 17.1 26.8

Volume/Cap: 0.42 0.19 0.44 0.44 0.42 0.16 0.39 0.44 0.19 0.44 0.39 0.25

Uniform Del: 22.5 21.1 16.5 37.6 38.0 21.3 29.3 25.4 6.4 36.8 31.9 23.9

IncremntDel: 0.5 0.1 0.4 1.6 0.8 0.1 0.6 0.5 0.1 1.5 0.7 0.2

InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Delay/Veh: 23.0 21.1 16.9 39.2 38.8 21.4 29.9 25.9 6.5 38.2 32.6 24.2

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 23.0 21.1 16.9 39.2 38.8 21.4 29.9 25.9 6.5 38.2 32.6 24.2

LOS by Move: C+ C+ B D D+ C+ C C A D+ C- C

HCM2kAvgQ: 6 2 7 3 3 2 4 6 3 3 4 3

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9001 Santa Teresa / Fitzgerald

Cycle (sec): 90 Critical Vol./Cap.(X): 0.980

Loss Time (sec): 12 Average Delay (sec/veh): 36.2

Optimal Cycle: 0 Level Of Service: E

Street Name: Santa Teresa Blvd Fitzgerald Ave

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Stop Sign Stop Sign Stop Sign Stop Sign

Rights: Include Include Include Include

Min. Green: 7 10 10 7 10 10 4 4 4 10 10 10

Lanes: 1 0 1 0 1 1 0 0 1 0 0 0 1! 0 0

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Volume Module:PM Peak Hour

Base Vol: 8 244 231 21 403 0 0 10 11 507 8 20

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 8 244 231 21 403 0 0 10 11 507 8 20

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 8 244 231 21 403 0 0 10 11 507 8 20

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 8 244 231 21 403 0 0 10 11 507 8 20

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 8 244 231 21 403 0 0 10 11 507 8 20

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Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 1.00 1.00 1.00 1.00 0.00 0.00 0.48 0.52 0.95 0.01 0.04

Final Sat.: 452 485 535 460 492 0 0 202 223 517 8 20

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Capacity Analysis Module:

Vol/Sat: 0.02 0.50 0.43 0.05 0.82 xxxx xxxx 0.05 0.05 0.98 0.98 0.98

Crit Moves: **** **** **** ****

Delay/Veh: 10.7 17.0 14.1 10.8 34.0 0.0 0.0 11.1 11.1 58.5 58.5 58.5

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 10.7 17.0 14.1 10.8 34.0 0.0 0.0 11.1 11.1 58.5 58.5 58.5

LOS by Move: B C B B D * * B B F F F

ApproachDel: 15.5 32.9 11.1 58.5

Delay Adj: 1.00 1.00 1.00

ApprAdjDel: 15.5 32.9 11.1 58.5

LOS by Appr: C D B F

AllWayAvgQ: 0.0 0.9 0.7 0.0 3.3 3.3 0.0 0.0 0.0 7.4 7.4 7.4

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

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #9003 Santa Teresa Blvd. / First St.

Cycle (sec): 70 Critical Vol./Cap.(X): 0.584

Loss Time (sec): 12 Average Delay (sec/veh): 25.3

Optimal Cycle: 44 Level Of Service: C

Street Name: Santa Teresa Blvd. First St.

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Protected Protected Protected Protected

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Lanes: 1 0 2 0 1 2 0 2 0 1 1 0 1 0 1

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Volume Module:PM Peak Hour

Base Vol: 111 356 171 373 481 78 96 275 80 223 285 344

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 111 356 171 373 481 78 96 275 80 223 285 344

User Adj: 1.00 1.00 0.50 1.00 1.00 0.50 1.00 1.00 0.50 1.00 1.00 0.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 111 356 86 373 481 39 96 275 40 223 285 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 111 356 86 373 481 39 96 275 40 223 285 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 111 356 86 373 481 39 96 275 40 223 285 0

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.92 1.00 0.92 0.83 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92

Lanes: 1.00 2.00 1.00 2.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Sat.: 1750 3800 1750 3150 3800 1750 1750 1900 1750 1750 1900 1750

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Capacity Analysis Module:

Vol/Sat: 0.06 0.09 0.05 0.12 0.13 0.02 0.05 0.14 0.02 0.13 0.15 0.00

Crit Moves: **** **** ****

Green Time: 8.5 11.2 11.2 14.2 16.9 16.9 8.7 17.3 17.3 15.3 23.9 0.0

Volume/Cap: 0.52 0.58 0.30 0.58 0.52 0.09 0.44 0.58 0.09 0.58 0.44 0.00

Uniform Del: 28.9 27.2 25.9 25.2 23.0 20.6 28.4 23.2 20.3 24.5 17.9 0.0

IncremntDel: 2.4 1.5 0.6 1.4 0.6 0.1 1.4 1.9 0.1 2.3 0.5 0.0

InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00

Delay/Veh: 31.2 28.7 26.6 26.6 23.6 20.7 29.8 25.1 20.4 26.9 18.4 0.0

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 31.2 28.7 26.6 26.6 23.6 20.7 29.8 25.1 20.4 26.9 18.4 0.0

LOS by Move: C C C C C C+ C C C+ C B- A

HCM2kAvgQ: 3 5 2 5 5 1 3 6 1 6 5 0

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9009 Uvas Park / Miller

Cycle (sec): 100 Critical Vol./Cap.(X): 1.056

Loss Time (sec): 0 Average Delay (sec/veh): 46.2

Optimal Cycle: 0 Level Of Service: E

Street Name: Uvas Park Dr. Miller Ave.

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Stop Sign Stop Sign Stop Sign Stop Sign

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

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Volume Module:PM Peak Hour

Base Vol: 168 445 10 13 325 141 91 35 109 12 90 27

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 168 445 10 13 325 141 91 35 109 12 90 27

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 168 445 10 13 325 141 91 35 109 12 90 27

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 168 445 10 13 325 141 91 35 109 12 90 27

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 168 445 10 13 325 141 91 35 109 12 90 27

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Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.27 0.71 0.02 0.03 0.68 0.29 0.39 0.15 0.46 0.09 0.70 0.21

Final Sat.: 159 422 9 16 396 172 189 73 227 41 311 93

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Capacity Analysis Module:

Vol/Sat: 1.06 1.06 1.06 0.82 0.82 0.82 0.48 0.48 0.48 0.29 0.29 0.29

Crit Moves: **** **** **** ****

Delay/Veh: 76.9 76.9 76.9 30.1 30.1 30.1 15.7 15.7 15.7 13.2 13.2 13.2

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 76.9 76.9 76.9 30.1 30.1 30.1 15.7 15.7 15.7 13.2 13.2 13.2

LOS by Move: F F F D D D C C C B B B

ApproachDel: 76.9 30.1 15.7 13.2

Delay Adj: 1.00 1.00 1.00

ApprAdjDel: 76.9 30.1 15.7 13.2

LOS by Appr: F D C B

AllWayAvgQ: 11.1 11.1 11.1 3.4 3.4 3.4 0.8 0.8 0.8 0.3 0.3 0.3

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

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #9013 Princevalle / Tenth

Cycle (sec): 60 Critical Vol./Cap.(X): 0.428

Loss Time (sec): 6 Average Delay (sec/veh): 9.1

Optimal Cycle: 23 Level Of Service: A

Street Name: Princevalle St.

Tenth St.

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Permitted Permitted Permitted Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Lanes: 1 0 0 1 0 1 0 0 1 0 1 1 0 1 0 1

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Volume Module:PM Peak Hour

Base Vol: 114 101 73 102 119 16 14 383 14 79 548 126

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 114 101 73 102 119 16 14 383 14 79 548 126

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 114 101 73 102 119 16 14 383 14 79 548 126

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 114 101 73 102 119 16 14 383 14 79 548 126

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 114 101 73 102 119 16 14 383 14 79 548 126

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.92 0.95 0.95 0.92 0.95 0.95 0.92 1.00 0.92 0.92 1.00 0.92

Lanes: 1.00 0.58 0.42 1.00 0.88 0.12 1.00 1.00 1.00 1.00 1.00 1.00

Final Sat.: 1750 1045 755 1750 1587 213 1750 1900 1750 1750 1900 1750

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Capacity Analysis Module:

Vol/Sat: 0.07 0.10 0.10 0.06 0.08 0.08 0.01 0.20 0.01 0.05 0.29 0.07

Crit Moves: ****

Green Time: 13.6 13.6 13.6 13.6 13.6 13.6 40.4 40.4 40.4 40.4 40.4 40.4

Volume/Cap: 0.29 0.43 0.43 0.26 0.33 0.33 0.01 0.30 0.01 0.07 0.43 0.11

Uniform Del: 19.2 19.9 19.9 19.1 19.4 19.4 3.2 4.0 3.2 3.3 4.5 3.4

IncremntDel: 0.4 0.7 0.7 0.3 0.5 0.5 0.0 0.1 0.0 0.0 0.2 0.0

InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Delay/Veh: 19.6 20.6 20.6 19.4 19.9 19.9 3.2 4.1 3.2 3.4 4.7 3.5

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 19.6 20.6 20.6 19.4 19.9 19.9 3.2 4.1 3.2 3.4 4.7 3.5

LOS by Move: B- C+ C+ B- B- B- A A A A A A

HCM2kAvgQ: 2 3 3 2 2 2 0 3 0 1 5 1

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9017 Thomas / Luchessa

Cycle (sec): 100 Critical Vol./Cap.(X): 1.348

Loss Time (sec): 0 Average Delay (sec/veh): 114.1

Optimal Cycle: 0 Level Of Service: F

Street Name: Thomas Rd. Luchessa Ave.

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Stop Sign Stop Sign Stop Sign Stop Sign

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 0 0 1 0 0 0 0 0 1 0 1 0 1 0 0 0

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Volume Module: PM Peak Hour

Base Vol: 38 0 297 0 0 0 0 249 32 467 411 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 38 0 297 0 0 0 0 249 32 467 411 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 38 0 297 0 0 0 0 249 32 467 411 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 38 0 297 0 0 0 0 249 32 467 411 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 38 0 297 0 0 0 0 249 32 467 411 0

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Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.11 0.00 0.89 0.00 0.00 0.00 0.00 1.00 1.00 0.53 0.47 0.00

Final Sat.: 71 0 553 0 0 0 0 561 630 346 305 0

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Capacity Analysis Module:

Vol/Sat: 0.54 xxxx 0.54 xxxx xxxx xxxx 0.44 0.05 1.35 1.35 xxxx

Crit Moves: **** **** ****

Delay/Veh: 14.9 0.0 14.9 0.0 0.0 0.0 0.0 13.7 8.6 184.3 184 0.0

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 14.9 0.0 14.9 0.0 0.0 0.0 0.0 13.7 8.6 184.3 184 0.0

LOS by Move: B * B * * * * B A F F *

ApproachDel: 14.9 xxxxxx 13.2 184.3

Delay Adj: 1.00 xxxxxx 1.00 1.00

ApprAdjDel: 14.9 xxxxxx 13.2 184.3

LOS by Appr: B * B F

AllWayAvgQ: 1.1 1.1 1.1 0.0 0.0 0.0 0.0 0.7 0.1 31.8 31.8 31.8

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

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9018 Princeville / Luchessa

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: D[34.9]

Street Name: Princeville St.

Luchessa Ave.

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Stop Sign

Stop Sign

Uncontrolled

Uncontrolled

Rights: Include

Include

Include

Include

Lanes: 0 0 0 0 0 1 0 0 0 1 0 1 0 0 0 1 0

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Volume Module:

Base Vol: 0 0 0 72 0 97 67 478 0 0 780 107

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 0 0 72 0 97 67 478 0 0 780 107

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 0 0 0 72 0 97 67 478 0 0 780 107

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

FinalVolume: 0 0 0 72 0 97 67 478 0 0 780 107

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Critical Gap Module:

Critical Gp:xxxxx xxxx xxxxx 6.4 xxxxx 6.2 4.1 xxxxx xxxxxx xxxxx xxxx xxxxxx

FollowUpTim:xxxxx xxxx xxxxx 3.5 xxxxx 3.3 2.2 xxxxx xxxxxx xxxxx xxxx xxxxxx

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Capacity Module:

Cnflct Vol: xxxxx xxxxx xxxxx 1446 xxxxx 834 887 xxxxx xxxxxx xxxxx xxxx xxxxxx

Potent Cap.: xxxxx xxxxx xxxxx 147 xxxxx 371 772 xxxxx xxxxxx xxxxx xxxx xxxxxx

Move Cap.: xxxxx xxxxx xxxxx 137 xxxxx 371 772 xxxxx xxxxxx xxxxx xxxx xxxxxx

Volume/Cap: xxxxx xxxxx xxxxx 0.53 xxxxx 0.26 0.09 xxxxx xxxxx xxxxx xxxx xxxxxx

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Level Of Service Module:

2Way95thQ: xxxxx xxxxx xxxxx 2.5 xxxxx 1.0 0.3 xxxxx xxxxxx xxxxx xxxx xxxxxx

Control Del:xxxxxx xxxxx xxxxx 57.6 xxxxx 18.1 10.1 xxxxx xxxxxx xxxxx xxxx xxxxxx

LOS by Move: * * * F * C B * * * * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxx xxxxxx

SharedQueue:xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.3 xxxxx xxxxxx xxxxx xxxx xxxxxx

Shrd ConDel:xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 10.1 xxxxx xxxxxx xxxxx xxxx xxxxxx

Shared LOS: * * * * * B * * * * *

ApproachDel: xxxxxx 34.9 xxxxxx xxxxxx

ApproachLOS: * D * *

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

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #9019 Monterey / Luchessa

Cycle (sec): 90 Critical Vol./Cap.(X): 0.680

Loss Time (sec): 12 Average Delay (sec/veh): 29.4

Optimal Cycle: 56 Level Of Service: C

Street Name: Monterey Rd.

Luchessa Ave.

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Protected Protected Protected Protected

Rights: Ovl Ovl Ovl Ovl

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 1 0 1 0

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Volume Module: PM Peak Hour

Base Vol: 377 261 138 35 275 229 164 170 220 285 282 92

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 377 261 138 35 275 229 164 170 220 285 282 92

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 377 261 138 35 275 229 164 170 220 285 282 92

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 377 261 138 35 275 229 164 170 220 285 282 92

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 377 261 138 35 275 229 164 170 220 285 282 92

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 0.92 0.95 0.95

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00 0.75 0.25

Final Sat.: 1750 3800 1750 1750 3800 1750 1750 1900 1750 1750 1357 443

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Capacity Analysis Module:

Vol/Sat: 0.22 0.07 0.08 0.02 0.07 0.13 0.09 0.09 0.13 0.16 0.21 0.21

Crit Moves: **** **** **** ****

Green Time: 28.5 29.5 55.3 8.6 9.6 22.0 12.4 14.2 42.7 25.8 27.5 36.1

Volume/Cap: 0.68 0.21 0.13 0.21 0.68 0.54 0.68 0.57 0.27 0.57 0.68 0.52

Uniform Del: 26.8 21.8 7.3 37.6 38.7 29.6 36.9 35.1 14.2 27.4 27.4 20.4

IncrementDel: 3.4 0.1 0.1 0.6 4.7 1.3 7.6 2.6 0.2 1.6 3.4 0.7

InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Delay/Veh: 30.2 21.9 7.3 38.2 43.4 30.9 44.6 37.7 14.4 28.9 30.8 21.0

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 30.2 21.9 7.3 38.2 43.4 30.9 44.6 37.7 14.4 28.9 30.8 21.0

LOS by Move: C C+ A D+ D C D D+ B C C C+

HCM2kAvgQ: 11 3 2 1 5 7 6 5 4 8 11 9

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

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #9001 Santa Teresa / Fitzgerald

Cycle (sec): 70 Critical Vol./Cap.(X): 0.471

Loss Time (sec): 12 Average Delay (sec/veh): 21.1

Optimal Cycle: 49 Level Of Service: C+

Street Name: Santa Teresa Blvd Fitzgerald Ave

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Protected Protected Split Phase Split Phase

Rights: Include Include Include Include

Min. Green: 7 10 10 7 10 10 10 10 10 10 10 10

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Lanes: 1 0 1 0 1 1 0 0 1 0 0 0 1! 0 0 0 0 1! 0 0

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Volume Module:AM Peak Hour

Base Vol: 5 386 465 15 201 2 4 4 5 225 6 18

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 5 386 465 15 201 2 4 4 5 225 6 18

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 5 386 465 15 201 2 4 4 5 225 6 18

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 5 386 465 15 201 2 4 4 5 225 6 18

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 5 386 465 15 201 2 4 4 5 225 6 18

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 1.00 1.00 1.00 0.99 0.01 0.31 0.31 0.38 0.91 0.02 0.07

Final Sat.: 1900 1900 1900 1900 1881 19 585 585 731 1717 46 137

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Capacity Analysis Module:

Vol/Sat: 0.00 0.20 0.24 0.01 0.11 0.11 0.01 0.01 0.01 0.13 0.13 0.13

Crit Moves: **** *

Green Time: 13.9 26.7 26.7 7.0 19.8 19.8 10.0 10.0 10.0 14.3 14.3 14.3

Volume/Cap: 0.01 0.53 0.64 0.08 0.38 0.38 0.05 0.05 0.05 0.64 0.64 0.64

Uniform Del: 22.6 16.8 17.7 28.6 20.1 20.1 25.9 25.9 25.9 25.5 25.5 25.5

IncrementDel: 0.0 0.8 2.0 0.2 0.4 0.4 0.1 0.1 0.1 3.6 3.6 3.6

InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Delay/Veh: 22.6 17.6 19.7 28.8 20.6 20.6 26.0 26.0 26.0 29.1 29.1 29.1

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 22.6 17.6 19.7 28.8 20.6 20.6 26.0 26.0 26.0 29.1 29.1 29.1

LOS by Move: C+ B B- C C+ C+ C C C C C C

HCM2kAvgQ: 0 7 9 0 4 4 0 0 0 6 6 6

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9009 Uvas Park / Miller

Cycle (sec): 100 Critical Vol./Cap.(X): 0.895

Loss Time (sec): 0 Average Delay (sec/veh): 24.9

Optimal Cycle: 0 Level Of Service: C

Street Name: Uvas Park Dr. Miller Ave.

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Stop Sign Stop Sign Stop Sign Stop Sign

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 0 1 0 0 0 1! 0 0 0 0 1! 0 0

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Volume Module:AM Peak Hour

Base Vol: 110 253 12 12 392 64 41 70 170 56 125 25

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 110 253 12 12 392 64 41 70 170 56 125 25

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95

PHF Volume: 116 266 13 13 413 67 43 74 179 59 132 26

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 116 266 13 13 413 67 43 74 179 59 132 26

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 116 266 13 13 413 67 43 74 179 59 132 26

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Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 0.95 0.05 0.02 0.84 0.14 0.15 0.25 0.60 0.27 0.61 0.12

Final Sat.: 449 459 22 14 461 75 72 124 301 123 275 55

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Capacity Analysis Module:

Vol/Sat: 0.26 0.58 0.58 0.89 0.89 0.89 0.60 0.60 0.60 0.48 0.48 0.48

Crit Moves: **** **** **** ****

Delay/Veh: 12.8 18.2 18.2 39.9 39.9 39.9 17.9 17.9 17.9 15.8 15.8 15.8

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 12.8 18.2 18.2 39.9 39.9 39.9 17.9 17.9 17.9 15.8 15.8 15.8

LOS by Move: B C C E E E C C C C C C

ApproachDel: 16.6 39.9 17.9 15.8

Delay Adj: 1.00 1.00 1.00

ApprAdjDel: 16.6 39.9 17.9 15.8

LOS by Appr: C E C C

AllWayAvgQ: 0.3 1.1 1.1 4.7 4.7 4.7 1.1 1.1 1.1 0.7 0.7 0.7

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

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #9017 Thomas / Luchessa

Average Delay (sec/veh): 6.9 Level Of Service: A

Street Name: Thomas Rd. Luchessa Ave.

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Yield Sign Yield Sign Yield Sign Yield Sign

Lanes: 1 0 1 1

Volume Module: AM Peak Hour

Base Vol: 115 0 429 0 0 0 0 315 102 404 216 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 115 0 429 0 0 0 0 315 102 404 216 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 115 0 429 0 0 0 0 315 102 404 216 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 115 0 429 0 0 0 0 315 102 404 216 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 115 0 429 0 0 0 0 315 102 404 216 0

PCE Module:

AutoPCE: 115 0 429 0 0 0 0 315 102 404 216 0

TruckPCE: 0 0 0 0 0 0 0 0 0 0 0 0

ComboPCE: 0 0 0 0 0 0 0 0 0 0 0 0

BicyclePCE: 0 0 0 0 0 0 0 0 0 0 0 0

Adj Volume: 115 0 429 0 0 0 0 315 102 404 216 0

Delay Module: >> Time Period: 0.25 hours <<

CircVolume: 315 735 404 115

MaxVolume: 1030 xxxxxx 982 1138

PedVolume: 0 0 0 0

AdjMaxVol: 1030 xxxxxx 982 1138

ApproachVol: 544 xxxxxx 417 620

ApproachV/C: 0.53 1.00 0.42 0.54

ApproachDel: 7.3 xxxxxx 6.3 6.9

ApproachLOS: A * A A

Queue: 3.2 xxxx 2.1 3.4

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #9001 Santa Teresa / Fitzgerald

Cycle (sec): 80 Critical Vol./Cap.(X): 0.599
 Loss Time (sec): 12 Average Delay (sec/veh): 30.5
 Optimal Cycle: 49 Level Of Service: C

Street Name:	Santa Teresa Blvd						Fitzgerald Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	0	0	0	1	0	0

Volume Module:PM Peak Hour

Base Vol:	8	244	231	21	403	0	0	10	11	507	8	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	244	231	21	403	0	0	10	11	507	8	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	244	231	21	403	0	0	10	11	507	8	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	244	231	21	403	0	0	10	11	507	8	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	244	231	21	403	0	0	10	11	507	8	20

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.48	0.52	0.95	0.01	0.04
Final Sat.:	1900	1900	1900	1900	1900	0	0	905	995	1801	28	71

Capacity Analysis Module:

Vol/Sat:	0.00	0.13	0.12	0.01	0.21	0.00	0.00	0.01	0.01	0.28	0.28	0.28
Crit Moves:	****			****			****			****		
Green Time:	7.0	17.2	17.2	11.7	21.9	0.0	0.0	10.0	10.0	29.1	29.1	29.1
Volume/Cap:	0.05	0.60	0.57	0.08	0.77	0.00	0.00	0.09	0.09	0.77	0.77	0.77
Uniform Del:	33.4	28.3	28.1	29.5	26.8	0.0	0.0	31.0	31.0	22.5	22.5	22.5
IncrementDel:	0.1	2.4	1.8	0.1	7.1	0.0	0.0	0.2	0.2	5.5	5.5	5.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.6	30.7	29.9	29.6	33.9	0.0	0.0	31.1	31.1	28.0	28.0	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.6	30.7	29.9	29.6	33.9	0.0	0.0	31.1	31.1	28.0	28.0	28.0
LOS by Move:	C-	C	C	C	C-	A	A	C	C	C	C	C
HCM2kAvgQ:	0	6	6	0	11	0	0	1	1	14	14	14

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9009 Uvas Park / Miller

Cycle (sec): 100 Critical Vol./Cap.(X): 0.822
 Loss Time (sec): 0 Average Delay (sec/veh): 24.0
 Optimal Cycle: 0 Level Of Service: C

Uvas Park Dr.					Miller Ave.														
North Bound					South Bound					East Bound					West Bound				
Approach:					Approach:					Approach:					Approach:				
Movement:					Movement:					Movement:					Movement:				
L - T - R					L - T - R					L - T - R					L - T - R				
Control: Stop Sign					Control: Stop Sign					Control: Stop Sign					Control: Stop Sign				
Rights: Include					Rights: Include					Rights: Include					Rights: Include				
Min. Green: 0 0 0					Min. Green: 0 0 0					Min. Green: 0 0 0					Min. Green: 0 0 0				
Lanes: 1 0 0 1 0					Lanes: 0 0 1! 0 0					Lanes: 0 0 1! 0 0					Lanes: 0 0 1! 0 0				

Volume Module: PM Peak Hour

Base Vol:	168	445	10	13	325	141	91	35	109	12	90	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	445	10	13	325	141	91	35	109	12	90	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	445	10	13	325	141	91	35	109	12	90	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	445	10	13	325	141	91	35	109	12	90	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	168	445	10	13	325	141	91	35	109	12	90	27

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.98	0.02	0.03	0.68	0.29	0.39	0.15	0.46	0.09	0.70	0.21
Final Sat.:	512	541	12	16	399	173	189	73	226	42	311	93

Capacity Analysis Module:

Vol/Sat:	0.33	0.82	0.82	0.81	0.81	0.81	0.48	0.48	0.48	0.29	0.29	0.29
Crit Moves:	****			****			****			****		
Delay/Veh:	12.9	31.2	31.2	28.6	28.6	28.6	15.0	15.0	15.0	12.7	12.7	12.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.9	31.2	31.2	28.6	28.6	28.6	15.0	15.0	15.0	12.7	12.7	12.7
LOS by Move:	B	D	D	D	D	D	B	B	B	B	B	B
ApproachDel:	26.3			28.6			15.0			12.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	26.3			28.6			15.0			12.7		
LOS by Appr:	D			D			B			B		
AllWayAvgQ:	0.5	3.4	3.4	3.2	3.2	3.2	0.7	0.7	0.7	0.3	0.3	0.3

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

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #9017 Thomas / Luchessa

Average Delay (sec/veh): 8.8 Level Of Service: A

Street Name: Thomas Rd. Luchessa Ave.

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Yield Sign Yield Sign Yield Sign Yield Sign

Lanes: 1 0 1 1

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Volume Module: PM Peak Hour

Base Vol: 38 0 297 0 0 0 0 249 32 467 411 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 38 0 297 0 0 0 0 249 32 467 411 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 38 0 297 0 0 0 0 249 32 467 411 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 38 0 297 0 0 0 0 249 32 467 411 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 38 0 297 0 0 0 0 249 32 467 411 0

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PCE Module:

AutoPCE: 38 0 297 0 0 0 0 249 32 467 411 0

TruckPCE: 0 0 0 0 0 0 0 0 0 0 0 0

ComboPCE: 0 0 0 0 0 0 0 0 0 0 0 0

BicyclePCE: 0 0 0 0 0 0 0 0 0 0 0 0

Adj Volume: 38 0 297 0 0 0 0 249 32 467 411 0

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Delay Module: >> Time Period: 0.25 hours <<

CircVolume: 249 916 467 38

MaxVolume: 1066 xxxxxx 948 1179

PedVolume: 0 0 0 0

AdjMaxVol: 1066 xxxxxx 948 1179

ApproachVol: 335 xxxxxx 281 878

ApproachV/C: 0.31 1.00 0.30 0.74

ApproachDel: 4.9 xxxxxx 5.4 11.3

ApproachLOS: A * A B

Queue: 1.4 xxxx 1.2 7.3

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9001 Santa Teresa / Fitzgerald

Cycle (sec): 80 Critical Vol./Cap.(X): 0.636

Loss Time (sec): 12 Average Delay (sec/veh): 14.7

Optimal Cycle: 0 Level Of Service: B

Street Name: Santa Teresa Blvd

Fitzgerald Ave

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Stop Sign Stop Sign Stop Sign Stop Sign

Rights: Include Include Include Include

Min. Green: 7 10 10 7 10 10 4 4 4 10 10 10

Lanes: 1 0 1 0 1 1 0 0 1 0 0 0 0 1! 0 0

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Volume Module:AM Peak Hour

Base Vol: 5 380 459 15 197 2 4 4 5 222 6 18

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 5 380 459 15 197 2 4 4 5 222 6 18

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 5 380 459 15 197 2 4 4 5 222 6 18

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 5 380 459 15 197 2 4 4 5 222 6 18

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 5 380 459 15 197 2 4 4 5 222 6 18

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Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 1.00 1.00 1.00 0.99 0.01 0.31 0.31 0.38 0.91 0.02 0.07

Final Sat.: 581 633 722 510 548 6 157 157 196 509 14 41

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Capacity Analysis Module:

Vol/Sat: 0.01 0.60 0.64 0.03 0.36 0.36 0.03 0.03 0.03 0.44 0.44 0.44

Crit Moves: **** **** **** ****

Delay/Veh: 8.9 16.2 15.6 9.7 12.3 12.3 9.5 9.5 9.5 13.5 13.5 13.5

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 8.9 16.2 15.6 9.7 12.3 12.3 9.5 9.5 9.5 13.5 13.5 13.5

LOS by Move: A C C A B B A A A B B B

ApproachDel: 15.8 12.1 9.5 13.5

Delay Adj: 1.00 1.00 1.00

ApprAdjDel: 15.8 12.1 9.5 13.5

LOS by Appr: C B A B

AllWayAvgQ: 0.0 1.4 1.6 0.0 0.5 0.5 0.0 0.0 0.0 0.7 0.7 0.7

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

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #9003 Santa Teresa Blvd. / First St.

Cycle (sec): 70 Critical Vol./Cap.(X): 0.637
 Loss Time (sec): 12 Average Delay (sec/veh): 25.0
 Optimal Cycle: 48 Level Of Service: C

Street Name: Santa Teresa Blvd. First St.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
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Control: Protected Protected Protected Protected
 Rights: Include Include Include Ignore
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 2 0 1 2 0 2 0 1 1 0 1 0 1
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Volume Module:AM Peak Hour

Base Vol: 88 495 289 445 578 87 41 220 111 246 155 270
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 88 495 289 445 578 87 41 220 111 246 155 270
 User Adj: 1.00 1.00 0.50 1.00 1.00 0.50 1.00 1.00 0.50 1.00 1.00 0.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 PHF Volume: 88 495 145 445 578 44 41 220 56 246 155 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 88 495 145 445 578 44 41 220 56 246 155 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 FinalVolume: 88 495 145 445 578 44 41 220 56 246 155 0
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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.92 1.00 0.92 0.83 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92
 Lanes: 1.00 2.00 1.00 2.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Sat.: 1750 3800 1750 3150 3800 1750 1750 1900 1750 1750 1900 1750
 -----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.05 0.13 0.08 0.14 0.15 0.02 0.02 0.12 0.03 0.14 0.08 0.00
 Crit Moves: **** **** ****
 Green Time: 7.4 14.3 14.3 15.5 22.4 22.4 6.3 12.7 12.7 15.4 21.9 0.0
 Volume/Cap: 0.47 0.64 0.40 0.64 0.47 0.08 0.26 0.64 0.17 0.64 0.26 0.00
 Uniform Del: 29.5 25.5 24.1 24.7 19.1 16.6 29.7 26.5 24.2 24.7 18.0 0.0
 IncremntDel: 1.9 1.8 0.7 2.0 0.3 0.1 0.9 3.9 0.3 3.5 0.2 0.0
 InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 Delay/Veh: 31.4 27.2 24.9 26.7 19.4 16.6 30.6 30.4 24.5 28.3 18.2 0.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 31.4 27.2 24.9 26.7 19.4 16.6 30.6 30.4 24.5 28.3 18.2 0.0
 LOS by Move: C C C C B- B C C C C B- A
 HCM2kAvgQ: 3 6 3 6 5 1 1 6 1 6 3 0

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9009 Uvas Park / Miller

Cycle (sec): 100 Critical Vol./Cap.(X): 0.810

Loss Time (sec): 0 Average Delay (sec/veh): 21.3

Optimal Cycle: 0 Level Of Service: C

Street Name: Uvas Park Dr. Miller Ave.

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Stop Sign Stop Sign Stop Sign Stop Sign

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

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Volume Module:AM Peak Hour

Base Vol: 108 253 12 12 392 59 36 67 164 56 123 25

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 108 253 12 12 392 59 36 67 164 56 123 25

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 108 253 12 12 392 59 36 67 164 56 123 25

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 108 253 12 12 392 59 36 67 164 56 123 25

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 108 253 12 12 392 59 36 67 164 56 123 25

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Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.29 0.68 0.03 0.02 0.85 0.13 0.13 0.25 0.62 0.27 0.61 0.12

Final Sat.: 155 364 17 15 484 73 67 124 304 123 271 55

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Capacity Analysis Module:

Vol/Sat: 0.70 0.70 0.70 0.81 0.81 0.81 0.54 0.54 0.54 0.45 0.45 0.45

Crit Moves: **** **** **** ****

Delay/Veh: 21.0 21.0 21.0 28.0 28.0 28.0 15.4 15.4 15.4 14.5 14.5 14.5

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 21.0 21.0 21.0 28.0 28.0 28.0 15.4 15.4 15.4 14.5 14.5 14.5

LOS by Move: C C C D D D C C C B B B

ApproachDel: 21.0 28.0 15.4 14.5

Delay Adj: 1.00 1.00 1.00

ApprAdjDel: 21.0 28.0 15.4 14.5

LOS by Appr: C D C B

AllWayAvgQ: 1.7 1.7 1.7 3.0 3.0 3.0 0.8 0.8 0.8 0.6 0.6 0.6

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

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #9013 Princevalle / Tenth

Cycle (sec): 60 Critical Vol./Cap.(X): 0.421

Loss Time (sec): 6 Average Delay (sec/veh): 10.2

Optimal Cycle: 23 Level Of Service: B+

Street Name: Princevalle St. Tenth St.

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Permitted Permitted Permitted Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Lanes: 1 0 0 1 0 1 0 0 1 0 1 1 0 1 0 1

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Volume Module:AM Peak Hour

Base Vol: 95 147 130 117 202 32 107 428 126 115 347 101

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 95 147 130 117 202 32 107 428 126 115 347 101

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 95 147 130 117 202 32 107 428 126 115 347 101

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 95 147 130 117 202 32 107 428 126 115 347 101

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 95 147 130 117 202 32 107 428 126 115 347 101

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.92 0.95 0.95 0.92 0.95 0.95 0.92 1.00 0.92 0.92 1.00 0.92

Lanes: 1.00 0.53 0.47 1.00 0.86 0.14 1.00 1.00 1.00 1.00 1.00 1.00

Final Sat.: 1750 955 845 1750 1554 246 1750 1900 1750 1750 1900 1750

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Capacity Analysis Module:

Vol/Sat: 0.05 0.15 0.15 0.07 0.13 0.13 0.06 0.23 0.07 0.07 0.18 0.06

Crit Moves: ****

Green Time: 21.9 21.9 21.9 21.9 21.9 21.9 32.1 32.1 32.1 32.1 32.1 32.1

Volume/Cap: 0.15 0.42 0.42 0.18 0.36 0.36 0.11 0.42 0.13 0.12 0.34 0.11

Uniform Del: 12.8 14.3 14.3 13.0 13.9 13.9 6.9 8.4 7.0 7.0 7.9 6.9

IncremntDel: 0.1 0.4 0.4 0.1 0.3 0.3 0.1 0.3 0.1 0.1 0.2 0.1

InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Delay/Veh: 12.9 14.7 14.7 13.1 14.2 14.2 7.0 8.7 7.1 7.0 8.1 6.9

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 12.9 14.7 14.7 13.1 14.2 14.2 7.0 8.7 7.1 7.0 8.1 6.9

LOS by Move: B B B B B B A A A A A A

HCM2kAvgQ: 1 4 4 2 4 4 1 5 1 1 4 1

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9017 Thomas / Luchessa

Cycle (sec): 100 Critical Vol./Cap.(X): 1.071

Loss Time (sec): 0 Average Delay (sec/veh): 51.1

Optimal Cycle: 0 Level Of Service: F

Street Name: Thomas Rd. Luchessa Ave.

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Stop Sign Stop Sign Stop Sign Stop Sign

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 0 0 1 0 0 0 0 0 0 1 0 1 0 1 0 0 0

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Volume Module:AM Peak Hour

Base Vol: 113 0 429 0 0 0 0 274 98 404 193 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 113 0 429 0 0 0 0 274 98 404 193 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 113 0 429 0 0 0 0 274 98 404 193 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 113 0 429 0 0 0 0 274 98 404 193 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 113 0 429 0 0 0 0 274 98 404 193 0

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Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.21 0.00 0.79 0.00 0.00 0.00 0.00 1.00 1.00 0.68 0.32 0.00

Final Sat.: 126 0 478 0 0 0 0 491 543 377 180 0

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Capacity Analysis Module:

Vol/Sat: 0.90 xxxx 0.90 xxxx xxxx xxxx 0.56 0.18 1.07 1.07 xxxx

Crit Moves: **** **** ****

Delay/Veh: 39.4 0.0 39.4 0.0 0.0 0.0 0.0 18.2 10.6 83.4 83.4 0.0

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 39.4 0.0 39.4 0.0 0.0 0.0 0.0 18.2 10.6 83.4 83.4 0.0

LOS by Move: E * E * * * * C B F F *

ApproachDel: 39.4 xxxxxx 16.2 83.4

Delay Adj: 1.00 xxxxxx 1.00 1.00

ApprAdjDel: 39.4 xxxxxx 16.2 83.4

LOS by Appr: E * C F

AllWayAvgQ: 5.1 5.1 5.1 0.0 0.0 0.0 0.0 1.1 0.2 11.4 11.4 11.4

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

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9018 Princeville / Luchessa

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: D[25.0]

Street Name: Princeville St.

Luchessa Ave.

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R

L - T - R

L - T - R

L - T - R

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Control: Stop Sign

Stop Sign

Uncontrolled

Uncontrolled

Rights: Include

Include

Include

Include

Lanes: 0 0 0 0 0

1 0 0 0 1

0 1 0 0 0

0 0 0 1 0

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Volume Module:AM Peak Hour

Base Vol: 0 0 0 73 0 172 171 533 0 0 424 93

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 0 0 73 0 172 171 533 0 0 424 93

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 0 0 0 73 0 172 171 533 0 0 424 93

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

FinalVolume: 0 0 0 73 0 172 171 533 0 0 424 93

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Critical Gap Module:

Critical Gp:xxxxx xxxxx xxxxx 6.4 xxxxx 6.2 4.1 xxxxx xxxxxx xxxxxx xxxxx xxxxxx

FollowUpTim:xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 2.2 xxxxx xxxxxx xxxxxx xxxxx xxxxxx

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Capacity Module:

Cnflct Vol: xxxxx xxxxx xxxxx 1346 xxxxx 471 517 xxxxx xxxxxx xxxxx xxxxx xxxxxx

Potent Cap.: xxxxx xxxxx xxxxx 169 xxxxx 597 1059 xxxxx xxxxxx xxxxx xxxxx xxxxxx

Move Cap.: xxxxx xxxxx xxxxx 146 xxxxx 597 1059 xxxxx xxxxxx xxxxx xxxxx xxxxxx

Volume/Cap: xxxxx xxxxx xxxxx 0.50 xxxxx 0.29 0.16 xxxxx xxxxx xxxxx xxxxx xxxxx

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Level Of Service Module:

2Way95thQ: xxxxx xxxxx xxxxx 2.4 xxxxx 1.2 0.6 xxxxx xxxxxx xxxxx xxxxx xxxxxx

Control Del:xxxxxx xxxxx xxxxx 52.4 xxxxx 13.4 9.1 xxxxx xxxxxx xxxxxx xxxxx xxxxxx

LOS by Move: * * * F * B A * * * * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx

SharedQueue:xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxxx 0.6 xxxxx xxxxxx xxxxxx xxxxx xxxxxx

Shrd ConDel:xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxxx 9.1 xxxxx xxxxxx xxxxxx xxxxx xxxxxx

Shared LOS: * * * * * A * * * * *

ApproachDel: xxxxxx 25.0 xxxxxx xxxxxx

ApproachLOS: * D * *

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

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #9019 Monterey / Luchessa

Cycle (sec): 90 Critical Vol./Cap.(X): 0.448

Loss Time (sec): 12 Average Delay (sec/veh): 23.4

Optimal Cycle: 37 Level Of Service: C

Street Name: Monterey Rd. Luchessa Ave.

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Protected Protected Protected Protected

Rights: Ovl Ovl Ovl Ovl

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 1 0 1 0

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Volume Module:AM Peak Hour

Base Vol: 269 244 351 83 106 83 136 267 216 92 103 24

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 269 244 351 83 106 83 136 267 216 92 103 24

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 269 244 351 83 106 83 136 267 216 92 103 24

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 269 244 351 83 106 83 136 267 216 92 103 24

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 269 244 351 83 106 83 136 267 216 92 103 24

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 0.92 0.95 0.95

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00 0.81 0.19

Final Sat.: 1750 3800 1750 1750 3800 1750 1750 1900 1750 1750 1460 340

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Capacity Analysis Module:

Vol/Sat: 0.15 0.06 0.20 0.05 0.03 0.05 0.08 0.14 0.12 0.05 0.07 0.07

Crit Moves: **** *

Green Time: 33.2 29.7 40.3 9.5 6.0 26.3 20.3 28.2 61.4 10.6 18.4 28.0

Volume/Cap: 0.42 0.19 0.45 0.45 0.42 0.16 0.34 0.45 0.18 0.45 0.34 0.23

Uniform Del: 21.2 21.6 17.2 37.8 40.3 23.6 29.2 24.7 5.2 37.0 30.6 23.0

IncremntDel: 0.4 0.1 0.4 1.7 1.1 0.1 0.5 0.5 0.1 1.6 0.6 0.2

InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Delay/Veh: 21.6 21.7 17.6 39.5 41.4 23.8 29.8 25.2 5.3 38.6 31.2 23.2

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 21.6 21.7 17.6 39.5 41.4 23.8 29.8 25.2 5.3 38.6 31.2 23.2

LOS by Move: C+ C+ B D D C C C A D+ C C

HCM2kAvgQ: 6 2 7 3 2 2 4 6 2 3 3 3

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9001 Santa Teresa / Fitzgerald

Cycle (sec): 90 Critical Vol./Cap.(X): 0.943

Loss Time (sec): 12 Average Delay (sec/veh): 31.4

Optimal Cycle: 0 Level Of Service: D

Street Name: Santa Teresa Blvd

Fitzgerald Ave

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Stop Sign Stop Sign Stop Sign Stop Sign

Rights: Include Include Include Include

Min. Green: 7 10 10 7 10 10 4 4 4 10 10 10

Lanes: 1 0 1 0 1 1 0 0 1 0 0 0 1! 0 0

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Volume Module: PM Peak Hour

Base Vol: 8 223 223 21 389 0 0 10 11 494 8 20

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 8 223 223 21 389 0 0 10 11 494 8 20

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 8 223 223 21 389 0 0 10 11 494 8 20

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 8 223 223 21 389 0 0 10 11 494 8 20

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 8 223 223 21 389 0 0 10 11 494 8 20

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Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 1.00 1.00 1.00 1.00 0.00 0.00 0.48 0.52 0.95 0.01 0.04

Final Sat.: 454 487 538 464 497 0 0 206 226 524 8 21

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Capacity Analysis Module:

Vol/Sat: 0.02 0.46 0.41 0.05 0.78 xxxx xxxx 0.05 0.05 0.94 0.94 0.94

Crit Moves: **** **** ****

Delay/Veh: 10.5 15.5 13.4 10.6 29.5 0.0 0.0 10.8 10.8 49.4 49.4 49.4

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 10.5 15.5 13.4 10.6 29.5 0.0 0.0 10.8 10.8 49.4 49.4 49.4

LOS by Move: B C B B D * * B B E E E

ApproachDel: 14.4 28.5 10.8 49.4

Delay Adj: 1.00 1.00 1.00

ApprAdjDel: 14.4 28.5 10.8 49.4

LOS by Appr: B D B E

AllWayAvgQ: 0.0 0.8 0.6 0.0 2.7 2.7 0.0 0.0 0.0 6.1 6.1 6.1

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

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

 Intersection #9003 Santa Teresa Blvd. / First St.

Cycle (sec): 70 Critical Vol./Cap.(X): 0.570
 Loss Time (sec): 12 Average Delay (sec/veh): 25.1
 Optimal Cycle: 43 Level Of Service: C

Street Name: Santa Teresa Blvd. First St.
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|

Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 2 0 1 2 0 2 0 1 1 0 1 0 1
 -----|-----|-----|-----|

Volume Module:PM Peak Hour

Base Vol: 107 321 163 373 462 78 96 275 77 218 285 344
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 107 321 163 373 462 78 96 275 77 218 285 344
 User Adj: 1.00 1.00 0.50 1.00 1.00 0.50 1.00 1.00 0.50 1.00 1.00 0.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 107 321 82 373 462 39 96 275 39 218 285 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 107 321 82 373 462 39 96 275 39 218 285 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 107 321 82 373 462 39 96 275 39 218 285 0
 -----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.92 1.00 0.92 0.83 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92
 Lanes: 1.00 2.00 1.00 2.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Sat.: 1750 3800 1750 3150 3800 1750 1750 1900 1750 1750 1900 1750
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Capacity Analysis Module:

Vol/Sat: 0.06 0.08 0.05 0.12 0.12 0.02 0.05 0.14 0.02 0.12 0.15 0.00
 Crit Moves: **** **** ****
 Green Time: 8.3 10.4 10.4 14.5 16.6 16.6 8.9 17.8 17.8 15.3 24.2 0.0
 Volume/Cap: 0.51 0.57 0.31 0.57 0.51 0.09 0.43 0.57 0.09 0.57 0.43 0.00
 Uniform Del: 28.9 27.7 26.6 24.9 23.2 20.8 28.3 22.8 19.9 24.4 17.6 0.0
 IncremntDel: 2.2 1.4 0.7 1.2 0.5 0.1 1.4 1.6 0.1 2.0 0.5 0.0
 InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 Delay/Veh: 31.1 29.1 27.3 26.1 23.7 20.9 29.6 24.4 20.0 26.5 18.1 0.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 31.1 29.1 27.3 26.1 23.7 20.9 29.6 24.4 20.0 26.5 18.1 0.0
 LOS by Move: C C C C C C+ C C C+ C B- A
 HCM2kAvgQ: 3 4 2 5 5 1 3 6 1 5 5 0

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9009 Uvas Park / Miller

Cycle (sec): 100 Critical Vol./Cap.(X): 1.044

Loss Time (sec): 0 Average Delay (sec/veh): 44.0

Optimal Cycle: 0 Level Of Service: E

Street Name: Uvas Park Dr. Miller Ave.

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Stop Sign Stop Sign Stop Sign Stop Sign

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 0 0 1! 0 0 0 0 1! 0 0 0 0 1! 0 0

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Volume Module: PM Peak Hour

Base Vol: 156 445 10 13 325 122 52 27 102 12 79 27

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 156 445 10 13 325 122 52 27 102 12 79 27

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95

PHF Volume: 164 468 11 14 342 128 55 28 107 13 83 28

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 164 468 11 14 342 128 55 28 107 13 83 28

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 164 468 11 14 342 128 55 28 107 13 83 28

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Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.25 0.73 0.02 0.03 0.71 0.26 0.29 0.15 0.56 0.10 0.67 0.23

Final Sat.: 157 449 10 17 429 161 142 74 279 47 309 106

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Capacity Analysis Module:

Vol/Sat: 1.04 1.04 1.04 0.80 0.80 0.80 0.38 0.38 0.38 0.27 0.27 0.27

Crit Moves: **** **** **** ****

Delay/Veh: 71.7 71.7 71.7 27.3 27.3 27.3 13.7 13.7 13.7 12.6 12.6 12.6

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 71.7 71.7 71.7 27.3 27.3 27.3 13.7 13.7 13.7 12.6 12.6 12.6

LOS by Move: F F F D D D B B B B B B

ApproachDel: 71.7 27.3 13.7 12.6

Delay Adj: 1.00 1.00 1.00

ApprAdjDel: 71.7 27.3 13.7 12.6

LOS by Appr: F D B B

AllWayAvgQ: 10.8 10.8 10.8 3.1 3.1 3.1 0.5 0.5 0.5 0.3 0.3 0.3

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

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #9013 Princevalle / Tenth

Cycle (sec): 60 Critical Vol./Cap.(X): 0.421

Loss Time (sec): 6 Average Delay (sec/veh): 9.2

Optimal Cycle: 23 Level Of Service: A

Street Name: Princevalle St. Tenth St.

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Permitted Permitted Permitted Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Lanes: 1 0 0 1 0 1 0 0 1 0 1 1 0 1 0 1

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Volume Module:PM Peak Hour

Base Vol: 114 101 73 102 117 16 14 375 14 79 536 126

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 114 101 73 102 117 16 14 375 14 79 536 126

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 114 101 73 102 117 16 14 375 14 79 536 126

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 114 101 73 102 117 16 14 375 14 79 536 126

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 114 101 73 102 117 16 14 375 14 79 536 126

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.92 0.95 0.95 0.92 0.95 0.95 0.92 1.00 0.92 0.92 1.00 0.92

Lanes: 1.00 0.58 0.42 1.00 0.88 0.12 1.00 1.00 1.00 1.00 1.00 1.00

Final Sat.: 1750 1045 755 1750 1583 217 1750 1900 1750 1750 1900 1750

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Capacity Analysis Module:

Vol/Sat: 0.07 0.10 0.10 0.06 0.07 0.07 0.01 0.20 0.01 0.05 0.28 0.07

Crit Moves: ****

Green Time: 13.8 13.8 13.8 13.8 13.8 13.8 40.2 40.2 40.2 40.2 40.2 40.2

Volume/Cap: 0.28 0.42 0.42 0.25 0.32 0.32 0.01 0.29 0.01 0.07 0.42 0.11

Uniform Del: 19.0 19.7 19.7 18.9 19.2 19.2 3.3 4.1 3.3 3.4 4.5 3.5

IncremntDel: 0.4 0.7 0.7 0.3 0.5 0.5 0.0 0.1 0.0 0.0 0.2 0.0

InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Delay/Veh: 19.4 20.4 20.4 19.2 19.7 19.7 3.3 4.2 3.3 3.4 4.8 3.6

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 19.4 20.4 20.4 19.2 19.7 19.7 3.3 4.2 3.3 3.4 4.8 3.6

LOS by Move: B- C+ C+ B- B- B- A A A A A A

HCM2kAvgQ: 2 3 3 2 2 2 0 3 0 1 5 1

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9017 Thomas / Luchessa

Cycle (sec): 100 Critical Vol./Cap.(X): 1.138

Loss Time (sec): 0 Average Delay (sec/veh): 64.7

Optimal Cycle: 0 Level Of Service: F

Street Name: Thomas Rd. Luchessa Ave.

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Stop Sign Stop Sign Stop Sign Stop Sign

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 0 0 1 0 0 0 0 0 0 1 0 1 0 1 0 0 0

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Volume Module: PM Peak Hour

Base Vol: 28 0 297 0 0 0 0 180 24 467 297 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 28 0 297 0 0 0 0 180 24 467 297 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 28 0 297 0 0 0 0 180 24 467 297 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 28 0 297 0 0 0 0 180 24 467 297 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 28 0 297 0 0 0 0 180 24 467 297 0

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Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.09 0.00 0.91 0.00 0.00 0.00 0.00 1.00 1.00 0.61 0.39 0.00

Final Sat.: 55 0 588 0 0 0 0 565 635 410 261 0

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Capacity Analysis Module:

Vol/Sat: 0.51 xxxx 0.51 xxxx xxxx xxxx 0.32 0.04 1.14 1.14 xxxx

Crit Moves: **** **** ****

Delay/Veh: 13.9 0.0 13.9 0.0 0.0 0.0 0.0 11.7 8.4 100.5 100 0.0

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 13.9 0.0 13.9 0.0 0.0 0.0 0.0 11.7 8.4 100.5 100 0.0

LOS by Move: B * B * * * * B A F F *

ApproachDel: 13.9 xxxxxx 11.3 100.5

Delay Adj: 1.00 xxxxxx 1.00 1.00

ApprAdjDel: 13.9 xxxxxx 11.3 100.5

LOS by Appr: B * B F

AllWayAvgQ: 1.0 1.0 1.0 0.0 0.0 0.0 0.0 0.4 0.0 17.2 17.2 17.2

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

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9018 Princeville / Luchessa

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: D[25.8]

Street Name: Princeville St.

Luchessa Ave.

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Stop Sign

Stop Sign

Uncontrolled

Uncontrolled

Rights: Include

Include

Include

Include

Lanes: 0 0 0 0 0 1 0 0 0 1 0 1 0 0 0 1 0

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Volume Module: PM Peak Hour

Base Vol: 0 0 0 72 0 93 65 413 0 0 671 107

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 0 0 72 0 93 65 413 0 0 671 107

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 0 0 0 72 0 93 65 413 0 0 671 107

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Final Volume: 0 0 0 72 0 93 65 413 0 0 671 107

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Critical Gap Module:

Critical Gp: xxxxx xxxxx xxxxx 6.4 xxxxx 6.2 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx

FollowUpTim: xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx

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Capacity Module:

Cnflct Vol: xxxxx xxxxx xxxxx 1268 xxxxx 725 778 xxxxx xxxxx xxxxx xxxxx xxxxx

Potent Cap.: xxxxx xxxxx xxxxx 188 xxxxx 429 848 xxxxx xxxxx xxxxx xxxxx xxxxx

Move Cap.: xxxxx xxxxx xxxxx 177 xxxxx 429 848 xxxxx xxxxx xxxxx xxxxx xxxxx

Volume/Cap: xxxxx xxxxx xxxxx 0.41 xxxxx 0.22 0.08 xxxxx xxxxx xxxxx xxxxx xxxxx

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Level Of Service Module:

2Way95thQ: xxxxx xxxxx xxxxx 1.8 xxxxx 0.8 0.2 xxxxx xxxxx xxxxx xxxxx xxxxx

Control Del: xxxxx xxxxx xxxxx 38.8 xxxxx 15.7 9.6 xxxxx xxxxx xxxxx xxxxx xxxxx

LOS by Move: * * * E * C A * * * * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.2 xxxxx xxxxx xxxxx xxxxx xxxxx

Shrd ConDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 9.6 xxxxx xxxxx xxxxx xxxxx xxxxx

Shared LOS: * * * * * A * * * * *

ApproachDel: xxxxxx 25.8 xxxxxx xxxxxx

ApproachLOS: * D * *

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

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #9019 Monterey / Luchessa

Cycle (sec): 90 Critical Vol./Cap.(X): 0.627

Loss Time (sec): 12 Average Delay (sec/veh): 28.0

Optimal Cycle: 50 Level Of Service: C

Street Name: Monterey Rd. Luchessa Ave.

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Protected Protected Protected Protected

Rights: Ovl Ovl Ovl Ovl

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 1 0 1 0

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Volume Module:PM Peak Hour

Base Vol: 356 281 138 35 275 180 128 152 218 285 258 92

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 356 281 138 35 275 180 128 152 218 285 258 92

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 356 281 138 35 275 180 128 152 218 285 258 92

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 356 281 138 35 275 180 128 152 218 285 258 92

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 356 281 138 35 275 180 128 152 218 285 258 92

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Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 0.92 0.95 0.95

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00 0.74 0.26

Final Sat.: 1750 3800 1750 1750 3800 1750 1750 1900 1750 1750 1327 473

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Capacity Analysis Module:

Vol/Sat: 0.20 0.07 0.08 0.02 0.07 0.10 0.07 0.08 0.12 0.16 0.19 0.19

Crit Moves: **** **** **** ****

Green Time: 29.2 31.2 56.9 8.4 10.4 20.9 10.5 12.7 41.9 25.8 27.9 36.3

Volume/Cap: 0.63 0.21 0.12 0.21 0.63 0.44 0.63 0.57 0.27 0.57 0.63 0.48

Uniform Del: 25.8 20.8 6.6 37.7 38.0 29.6 37.9 36.1 14.7 27.4 26.6 19.9

IncremntDel: 2.2 0.1 0.1 0.7 2.9 0.8 6.1 2.9 0.2 1.6 2.3 0.5

InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Delay/Veh: 28.0 20.9 6.7 38.4 40.8 30.4 43.9 39.0 14.9 28.9 28.8 20.4

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 28.0 20.9 6.7 38.4 40.8 30.4 43.9 39.0 14.9 28.9 28.8 20.4

LOS by Move: C C+ A D+ D C D D B C C C+

HCM2kAvgQ: 10 3 2 1 5 5 5 5 4 8 9 8

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

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #9001 Santa Teresa / Fitzgerald

Cycle (sec): 70 Critical Vol./Cap.(X): 0.466
 Loss Time (sec): 12 Average Delay (sec/veh): 21.0
 Optimal Cycle: 49 Level Of Service: C+

Street Name:	Santa Teresa Blvd						Fitzgerald Ave																
Approach:	North Bound			South Bound			East Bound			West Bound													
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R								
Control:	Protected						Protected						Split Phase										
Rights:	Include						Include						Include										
Min. Green:	7	10	10				7	10	10				10	10	10		10	10	10				
Y+R:	4.0	4.0	4.0				4.0	4.0	4.0				4.0	4.0	4.0		4.0	4.0	4.0				
Lanes:	1	0	1	0	1		1	0	0	1	0		0	0	1	0	0	0	0	1	0	0	

Volume Module:AM Peak Hour

Base Vol:	5	380	459	15	197	2	4	4	5	222	6	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	380	459	15	197	2	4	4	5	222	6	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	380	459	15	197	2	4	4	5	222	6	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	380	459	15	197	2	4	4	5	222	6	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	5	380	459	15	197	2	4	4	5	222	6	18

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.99	0.01	0.31	0.31	0.38	0.91	0.02	0.07
Final Sat.:	1900	1900	1900	1900	1881	19	585	585	731	1715	46	139

Capacity Analysis Module:

Vol/Sat:	0.00	0.20	0.24	0.01	0.10	0.10	0.01	0.01	0.01	0.13	0.13	0.13
Crit Moves:			****	****			****			****		
Green Time:	13.9	26.7	26.7	7.0	19.8	19.8	10.0	10.0	10.0	14.3	14.3	14.3
Volume/Cap:	0.01	0.52	0.63	0.08	0.37	0.37	0.05	0.05	0.05	0.63	0.63	0.63
Uniform Del:	22.6	16.7	17.7	28.6	20.1	20.1	25.9	25.9	25.9	25.5	25.5	25.5
IncrcmntDel:	0.0	0.7	1.8	0.2	0.4	0.4	0.1	0.1	0.1	3.4	3.4	3.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	22.6	17.5	19.5	28.8	20.5	20.5	26.0	26.0	26.0	28.9	28.9	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.6	17.5	19.5	28.8	20.5	20.5	26.0	26.0	26.0	28.9	28.9	28.9
LOS by Move:	C+	B	B-	C	C+	C+	C	C	C	C	C	C
HCM2kAvgQ:	0	7	9	0	4	4	0	0	0	6	6	6

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9009 Uvas Park / Miller

Cycle (sec): 100 Critical Vol./Cap.(X): 0.832

Loss Time (sec): 0 Average Delay (sec/veh): 23.4

Optimal Cycle: 0 Level Of Service: C

Street Name: Uvas Park Dr. Miller Ave.

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Stop Sign Stop Sign Stop Sign Stop Sign

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 0 1 0 0 0 1! 0 0 0 0 1! 0 0

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Volume Module: PM Peak Hour

Base Vol: 156 445 10 13 325 122 52 27 102 12 79 27

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 156 445 10 13 325 122 52 27 102 12 79 27

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95

PHF Volume: 164 468 11 14 342 128 55 28 107 13 83 28

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 164 468 11 14 342 128 55 28 107 13 83 28

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 164 468 11 14 342 128 55 28 107 13 83 28

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Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 0.98 0.02 0.03 0.71 0.26 0.29 0.15 0.56 0.10 0.67 0.23

Final Sat.: 532 563 13 17 431 162 142 74 279 47 309 106

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Capacity Analysis Module:

Vol/Sat: 0.31 0.83 0.83 0.79 0.79 0.79 0.38 0.38 0.38 0.27 0.27 0.27

Crit Moves: **** **** **** ****

Delay/Veh: 12.3 31.3 31.3 26.2 26.2 26.2 13.2 13.2 13.2 12.2 12.2 12.2

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 12.3 31.3 31.3 26.2 26.2 26.2 13.2 13.2 13.2 12.2 12.2 12.2

LOS by Move: B D D D D D B B B B B B

ApproachDel: 26.5 26.2 13.2 12.2

Delay Adj: 1.00 1.00 1.00 1.00

ApprAdjDel: 26.5 26.2 13.2 12.2

LOS by Appr: D D B B

AllWayAvgQ: 0.4 3.6 3.6 3.0 3.0 3.0 0.5 0.5 0.5 0.3 0.3 0.3

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

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #9017 Thomas / Luchessa

Average Delay (sec/veh): 6.6 Level Of Service: A

Street Name: Thomas Rd. Luchessa Ave.

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Yield Sign Yield Sign Yield Sign Yield Sign

Lanes: 1 0 1 1

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Volume Module:AM Peak Hour

Base Vol: 113 0 429 0 0 0 0 274 98 404 193 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 113 0 429 0 0 0 0 274 98 404 193 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 113 0 429 0 0 0 0 274 98 404 193 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 113 0 429 0 0 0 0 274 98 404 193 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 113 0 429 0 0 0 0 274 98 404 193 0

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PCE Module:

AutoPCE: 113 0 429 0 0 0 0 274 98 404 193 0

TruckPCE: 0 0 0 0 0 0 0 0 0 0 0 0

ComboPCE: 0 0 0 0 0 0 0 0 0 0 0 0

BicyclePCE: 0 0 0 0 0 0 0 0 0 0 0 0

AdjVolume: 113 0 429 0 0 0 0 274 98 404 193 0

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Delay Module: >> Time Period: 0.25 hours <<

CircVolume: 274 710 404 113

MaxVolume: 1052 xxxxxx 982 1139

PedVolume: 0 0 0 0

AdjMaxVol: 1052 xxxxxx 982 1139

ApproachVol: 542 xxxxxx 372 597

ApproachV/C: 0.52 1.00 0.38 0.52

ApproachDel: 7.0 xxxxxx 5.9 6.6

ApproachLOS: A * A A

Queue: 3.0 xxxx 1.8 3.2

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #9001 Santa Teresa / Fitzgerald

Cycle (sec): 80 Critical Vol./Cap.(X): 0.582
 Loss Time (sec): 12 Average Delay (sec/veh): 29.6
 Optimal Cycle: 49 Level Of Service: C

Street Name:	Santa Teresa Blvd						Fitzgerald Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	0	0	0	1	0	0

Volume Module:PM Peak Hour

Base Vol:	8	223	223	21	389	0	0	10	11	494	8	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	223	223	21	389	0	0	10	11	494	8	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	223	223	21	389	0	0	10	11	494	8	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	223	223	21	389	0	0	10	11	494	8	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	223	223	21	389	0	0	10	11	494	8	20

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.48	0.52	0.95	0.01	0.04
Final Sat.:	1900	1900	1900	1900	1900	0	0	905	995	1798	29	73

Capacity Analysis Module:

Vol/Sat:	0.00	0.12	0.12	0.01	0.20	0.00	0.00	0.01	0.01	0.27	0.27	0.27
Crit Moves:	****			****			****			****		
Green Time:	7.0	16.9	16.9	11.8	21.8	0.0	0.0	10.0	10.0	29.2	29.2	29.2
Volume/Cap:	0.05	0.55	0.55	0.07	0.75	0.00	0.00	0.09	0.09	0.75	0.75	0.75
Uniform Del:	33.4	28.2	28.2	29.4	26.6	0.0	0.0	31.0	31.0	22.2	22.2	22.2
IncrcmntDel:	0.1	1.7	1.7	0.1	6.1	0.0	0.0	0.2	0.2	4.6	4.6	4.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.6	29.9	29.9	29.5	32.8	0.0	0.0	31.1	31.1	26.8	26.8	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.6	29.9	29.9	29.5	32.8	0.0	0.0	31.1	31.1	26.8	26.8	26.8
LOS by Move:	C-	C	C	C	C-	A	A	C	C	C	C	C
HCM2kAvgQ:	0	6	6	0	11	0	0	1	1	13	13	13

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

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9009 Uvas Park / Miller

Cycle (sec): 100 Critical Vol./Cap.(X): 0.808

Loss Time (sec): 0 Average Delay (sec/veh): 19.5

Optimal Cycle: 0 Level Of Service: C

Street Name: Uvas Park Dr. Miller Ave.

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Stop Sign

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 0 1 0 0 0 1! 0 0 0 0 1! 0 0

Volume Module:AM Peak Hour

Base Vol: 108 253 12 12 392 59 36 67 164 56 123 25

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 108 253 12 12 392 59 36 67 164 56 123 25

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 108 253 12 12 392 59 36 67 164 56 123 25

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 108 253 12 12 392 59 36 67 164 56 123 25

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 108 253 12 12 392 59 36 67 164 56 123 25

Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 0.95 0.05 0.02 0.85 0.13 0.13 0.25 0.62 0.27 0.61 0.12

Final Sat.: 472 484 23 15 485 73 69 128 314 128 282 57

Capacity Analysis Module:

Vol/Sat: 0.23 0.52 0.52 0.81 0.81 0.81 0.52 0.52 0.52 0.44 0.44 0.44

Crit Moves: **** **** **** ****

Delay/Veh: 12.0 15.9 15.9 28.1 28.1 28.1 15.1 15.1 15.1 14.2 14.2 14.2

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 12.0 15.9 15.9 28.1 28.1 28.1 15.1 15.1 15.1 14.2 14.2 14.2

LOS by Move: B C C D D D C C C B B B

ApproachDel: 14.8 28.1 15.1 14.2

Delay Adj: 1.00 1.00 1.00

ApprAdjDel: 14.8 28.1 15.1 14.2

LOS by Appr: B D C B

AllWayAvgQ: 0.3 0.9 0.9 3.0 3.0 3.0 0.8 0.8 0.8 0.6 0.6 0.6

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

Level Of Service Computation Report

FHWA Roundabout Method (Base Volume Alternative)

Intersection #9017 Thomas / Luchessa

Average Delay (sec/veh): 6.9 Level Of Service: A

Street Name: Thomas Rd. Luchessa Ave.

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Yield Sign Yield Sign Yield Sign Yield Sign

Lanes: 1 0 1 1

Volume Module: PM Peak Hour

Base Vol: 28 0 297 0 0 0 0 180 24 467 297 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 28 0 297 0 0 0 0 180 24 467 297 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 28 0 297 0 0 0 0 180 24 467 297 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 28 0 297 0 0 0 0 180 24 467 297 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Volume: 28 0 297 0 0 0 0 180 24 467 297 0

PCE Module:

AutoPCE: 28 0 297 0 0 0 0 180 24 467 297 0

TruckPCE: 0 0 0 0 0 0 0 0 0 0 0 0

ComboPCE: 0 0 0 0 0 0 0 0 0 0 0 0

BicyclePCE: 0 0 0 0 0 0 0 0 0 0 0 0

AdjVolume: 28 0 297 0 0 0 0 180 24 467 297 0

Delay Module: >> Time Period: 0.25 hours <<

CircVolume: 180 792 467 28

MaxVolume: 1103 xxxxxx 948 1185

PedVolume: 0 0 0 0

AdjMaxVol: 1103 xxxxxx 948 1185

ApproachVol: 325 xxxxxx 204 764

ApproachV/C: 0.29 1.00 0.22 0.64

ApproachDel: 4.6 xxxxxx 4.8 8.4

ApproachLOS: A * A A

Queue: 1.2 xxxx 0.8 5.0

Attachment C: Trip Generation Comparison Table for General Office and Commercial Land Uses

Trip Generation Comparison Table for General Office and Commercial Land Uses

CPB Land Use	Size	ITE Code	Trip Generation ¹		
			Daily	AM Peak Hour	PM Peak Hour
<i>Fitted Curve Estimate</i>					
General Office [A]	4,000 sq. ft	710	47	30	5
Commercial [B]	4,000 sq. ft	820	674	154	50
<i>2022 CPB Traffic Study Estimate²</i>					
General Office [C]			39	5	5
Commercial [D]			151	4	15
<i>Difference</i>					
General Office [E] = [A] - [C]			8	25	0
Commercial [F] = [B] - [D]			523	150	35

Notes:

1. Use Institute of Transportation Engineers (ITE) Trip Generation Manual 10th Edition rates.
2. From Attachment 1 of *Glen Loma Ranch – Current Projected Buildout*, May 26, 2022. Average rates are used for non-residential land use.

Source: Fehr & Peers, 2023.



Augie Dent <augie.dent@gmail.com>

Glen Loma Ranch Tentative Map: October Hearing

5 messages

Melissa Durkin <Melissa.Durkin@ci.gilroy.ca.us>

Tue, Aug 29, 2023 at 10:09 AM

To: "Augie Dent (augie.dent@gmail.com)" <augie.dent@gmail.com>

Cc: Sharon Goei <Sharon.Goei@ci.gilroy.ca.us>, Jon Biggs <Jon.Biggs@ci.gilroy.ca.us>, Tim Filice <tfilice@glenloma.com>

Hi, Augie:

Jon is still waiting for the proposal from EMC to prepare an Addendum EIR for Glen Loma Ranch. I don't know when he will receive the proposal, but there would not be enough time to complete the addendum between now and the October planning commission hearing date.

If this tentative map is going to the October planning commission meeting, I will need to send the notice to the newspaper next week. Please confirm whether you want to keep this map on the October hearing date. If not, please request a continuance in accordance with the normal protocol.

Thanks,

Melissa Durkin

Planner II

Direct 408.846.0252 | melissa.durkin@cityofgilroy.org

Main 408.846.0440 | www.cityofgilroy.org

7351 Rosanna Street | Gilroy | CA 95020



Augie Dent <augie.dent@gmail.com>

Tue, Aug 29, 2023 at 2:30 PM

To: John Filice <filicej@glenloma.com>



Augie Dent <augie.dent@gmail.com>

RE: EXTERNAL - Re: Glen Loma Ranch Tentative Map: January Hearing

13 messages

Melissa Durkin <Melissa.Durkin@ci.gilroy.ca.us>

Thu, Nov 30, 2023 at 4:31 PM

To: Augie Dent <augie.dent@gmail.com>

Cc: Sharon Goei <Sharon.Goei@ci.gilroy.ca.us>

Once the peer review has been completed, we would need to incorporate the traffic analysis into the addendum EIR. EMC Planning Group, Inc. would prepare the addendum EIR. They have not provided me with a schedule because they need to evaluate their other work commitments once we are ready to move forward with the addendum. If I had to guess, I would speculate that we would be ready to move forward to a hearing in about three to four months, so probably in the March/April timeframe.

From: Augie Dent <augie.dent@gmail.com>

Sent: Thursday, November 30, 2023 2:47 PM

To: Melissa Durkin <Melissa.Durkin@ci.gilroy.ca.us>

Cc: Sharon Goei <Sharon.Goei@ci.gilroy.ca.us>

Subject: EXTERNAL - Re: Glen Loma Ranch Tentative Map: January Hearing

CAUTION: This email originated from an **External Source**. Please use proper judgment and caution when opening attachments, clicking links, or responding to this email.

Hi Melissa

I understand that the peer review will not be ready in time to proceed to Jan PC. Can you give me some guidance as to a continuance date that would be more comfortable based on the peer review timing?

Thanks

Augie

On Mon, Nov 27, 2023 at 2:35 PM Melissa Durkin <Melissa.Durkin@ci.gilroy.ca.us> wrote:

Hi, Augie:

I'm checking in to see if you still want this item to go to the January 18 planning commission hearing. Fehr & Peers is working on the traffic impact analysis, but it won't be complete in time for the January hearing.

Please let me know by December 8, 2023 if you want this item to be scheduled for the January 18, 2024 planning commission hearing. If I don't hear from you by December 8, I will schedule this item for the January 18 hearing.

If you want a continuance, please specify the dates and the required waivers of time.

Thanks,

Melissa Durkin

Planner II

Direct 408.846.0252 | melissa.durkin@cityofgilroy.org

Main 408.846.0440 | www.cityofgilroy.org

7351 Rosanna Street | Gilroy | CA 95020



Cc: Sharon Goei <Sharon.Goei@ci.gilroy.ca.us>, Cindy McCormick <Cindy.McCormick@ci.gilroy.ca.us>, Andy Faber <andy.faber@berliner.com>, Jolie Houston <jolie.houston@berliner.com>

Hi, Augie:

Since the addendum is not complete, if we go to hearing in January, we will process the tentative map using the certified EIR and all adopted mitigation measures.

If you proceed to planning commission and city council hearings prior to completion of the addendum EIR, and subsequently want to complete the addendum EIR and apply revised mitigation measures to the project, you would need to file a new tentative map application. We could process a revised tentative map after completion of the addendum EIR and go through the tentative map hearing process again.

Please let me know by tomorrow whether you want to go to the planning commission in January or whether you would like to continue the application. If you want to continue the application, please specify a hearing date and agree to waive permit streamlining and subdivision map act timeframes for the period of the continuance.

Thanks,

Melissa

[Quoted text hidden]



Community Development Department

Sharon Goei
DIRECTOR

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

May 26, 2023

Tim Filice
Glen Loma Group/Filice Family Estate
7888 Wren Avenue, Suite D143
Gilroy, CA 95020
Via Electronic Mail (tfilice@glenloma.com) and Certified Mail

SUBJECT: TM 20-05 (# 20090053), Request for Public Hearing Continuance

Dear Mr. Filice,

Tentative map application TM 20-05 was originally scheduled for a planning commission hearing on August 19, 2021. At Glen Loma Group's request, city staff has continued the hearing date several times. With each extension request, Glen Loma Group has agreed to waive all applicable time limits under the Subdivision Map Act, the Permit Streamlining Act, and the Gilroy City Code, as well as any other applicable time limits. On May 5, 2023, the Gilroy planning division received an email request to again continue the planning commission hearing date for this application; the current request would continue the hearing from June 1, 2023 to September 7, 2023.

Planning staff supports the proposed tentative map and has prepared a staff report recommending approval of the application subject to certain findings and conditions; the conditions include implementing adopted CEQA mitigation measures. It is my understanding that the reason for requesting the continuances is to allow time to prepare documentation showing that some of the outstanding adopted mitigation measures are not needed to complete the project and could be eliminated.

City staff has advised Glen Loma Group representatives that an addendum environmental impact report (EIR) would be the proper method to eliminate the mitigation measures. Glen Loma Group representatives were provided a scope of work and cost to prepare the addendum EIR. To date the city has not received the required funds from Glen Loma Group to begin preparation of the addendum EIR.

TM 20-05 (# 20090053)
Canyon Creek, Rocky Knoll and Malvasia II Neighborhoods

Gilroy City Code section 21.41 (f) allows extension of tentative map time limits under the following circumstances,

"The time limit of sixty (60) days for acting on the tentative map may be extended by mutual consent of the subdivider and the planning commission or secretary to the planning commission. If mutual consent cannot be reached, the time limit may be automatically extended to the next regularly scheduled meeting of the Planning Commission."

In my role as secretary to the planning commission, I agree to extend the hearing date for tentative map application TM 20-05 to the September 7, 2023 planning commission meeting. This extension request is being granted expressly in reference to Glen Loma Group's agreement to waive all applicable time limits under the Subdivision Map Act, the Permit Streamlining Act, the Gilroy City Code and any other applicable time limits.

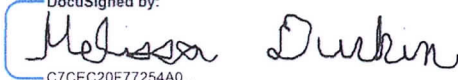
We will hold the public hearing on September 7, 2023. If you are not ready to proceed with the hearing on this date, you have the option of abandoning the application and refile for a new tentative map application when you are ready to move forward.

Should you have any questions about this letter, please feel free to contact me at (408) 846-0467 or sharon.goei@cityofgilroy.org, or Melissa Durkin at (408) 846-0252 or melissa.durkin@cityofgilroy.org.

Respectfully,

DocuSigned by:

E103C46ABB674F3...
Sharon Goei
Community Development Director

DocuSigned by:

C7CEC20F77254A0...
Melissa Durkin
Planner II

cc: Andrew L. Faber, City Attorney
Augie Dent, Glen Loma Group



Community Development Department

Sharon Goei
DIRECTOR

7351 Rosanna Street, Gilroy, California 95020-6197
Telephone: (408) 846-0451 Fax: (408) 846-0429
<http://www.cityofgilroy.org>

April 29, 2024

Augie Dent, Applicant Glen Loma Corporation (via email)
Copy: John Filice, Tim Felice, Jack Kent, Arminta Jensen (via email)
Copy: Jimmy Forbis, Sharon Goei, Andy Faber, Jolie Houston (via email)

RE: April 22, 2024 Glen Loma Corporation response to staff email, dated 4/18/24

Mr. Dent:

This memorandum is written in response to Augie Dent's 4/22/24 letter. Mr. Dent's letter along with Cindy McCormick's 4/18/24 email, is attached to this memo for reference. Mr. Dent's 4/22/24 letter and corresponding attachments were included in the Planning Commission packet for the May 2, 2024 Public Hearing on Tentative Map application TM 20-05 (reference pages 136-236 of the packet). No modifications or additional correspondence on this matter has been received as of the writing of this response memorandum, dated April 29, 2024.

On April 18, 2024, Cindy McCormick (project planner) sent Augie Dent (Glen Loma Ranch applicant), an email memorializing information discussed in an applicant meeting between City staff and the applicant team. The purpose of this meeting was to discuss any potential continuances of the upcoming Planning Commission meeting and staff analysis of the 2005 Glen Loma Ranch Environmental Impact Report (EIR) phasing of mitigation measures. The analysis was undertaken because the applicant hired Keith Higgins, the traffic engineer for the former Higgins Associates consulting firm, who prepared the 2005 Traffic Impact Report for the Glen Loma Ranch Specific Plan. The applicant hired Mr. Higgins to evaluate the need for implementing phase 3 traffic mitigations if the overall development of Glen Loma Ranch was reduced.

The purpose of this letter is not to discuss the findings from that analysis, since the City is not considering an Addendum to the EIR at this time. The purpose is to provide some preliminary background to understand the purpose of staff's analysis and subsequent meeting with the applicant.

Applicant Comment: Your assertion that the original Glen Loma Ranch EIR identifies 1005 permits as the trigger point to require Phase 3 traffic improvements is incorrect, misleading and its eleventh hour timing is indicative of the City of Gilroy's ongoing pattern of obstruction with respect to Glen Loma Ranch.

Staff Response: Staff's determination that there are 1,005 units in Phases 1 and 2 clearly align with Attachment 1 (Project Trip Generation Comparison) from the Higgins Report, the same report that the applicant is referencing in their 4/22/24 response. The City of Gilroy has consistently approved applications for development, that are consistent with the 2005 Glen Loma Ranch Specific Plan and certified Environmental Impact Report. City staff is recommending approval of TM 20-05, subject to implementation of the mitigation measures required by the 2005 Environmental Impact Report. Unless and until the Applicant proposes in some legally binding way (and the City approves the proposal) to reduce development of the overall Specific Plan area, the property owner has a vested right to build out the Specific Plan area per the 2005 Glen Loma Ranch Specific Plan and certified Environmental Impact Report. We have discussed with the Applicant how such a proposed reduction might be accomplished.

Thus, at the present time, the City must process Tentative Map application TM 20-05 in accordance with the adopted 2005 Glen Loma Ranch Specific Plan and certified EIR, including all required mitigation measures.

An analysis of the EIR phasing was undertaken to determine when the Phase 3 mitigation measures shall be implemented. In addition to being consistent with Attachment 1 from the Higgins Report noted above, the email regarding staff's analysis of the phasing includes the page numbers from the certified EIR, where the information was obtained.

As of 4/10/24, the City has issued building permits for 996 dwelling units and has received building permit requests for another 86 units within the approved tentative maps for Nebbiolo, Palomino, and McCutchin Creek, bringing the total to 1,082 dwelling units, well beyond the 1,005 units described in the 2005 EIR and Attachment 1 from the Higgins Report. The proposed tentative map (TM 20-05) for the Canyon Creek, Rocky Knoll and Malvasia II neighborhoods would add 123 units towards build out of the Specific Plan, for a total of 1,205 units. The Specific Plan forecasted 192 units in the Olive Grove neighborhood bringing the total to 1,397 units. The applicant has indicated a desire to build 70 townhome / condominium units in the Town Center flex area, bringing the total to 1,467 units.

Applicant Comment: Project mitigations are a function of project impacts from all land uses; not just the residential unit count. Your email neglects to mention that 81,500 square feet of commercial space was included in the land uses analyzed for Phases 1 & 2 in the original 2005 EIR. Accounting for the fact that the commercial space assumed in the original traffic analysis has not been constructed, the allowable number of Phase 1 + Phase 2 residential units exceeds 1450.

Staff Response: Staff's analysis that there are 1,005 dwelling units in Phases 1 and 2 is supported by Attachment 1 from the Higgins Report noted above, and the certified EIR's written description of the unit count within each phase. Furthermore, at the end of the 4/18/24 email, staff states (emphasis added) "The applicant has indicated they intend to reduce the overall development of Glen Loma, *including elimination of the*

commercial uses; however no formal documentation of this reduced development has been submitted.” Without any assurance that the property owner will not exercise their vested right to develop, the City is processing the proposed Tentative Map 20-05 in the same manner as previous tentative maps, in accordance with the adopted 2005 Glen Loma Ranch Specific Plan and certified EIR, including all required mitigation measures.

Applicant Comment: As the lead staff person on this item, you must be well aware, that the City is in the midst of processing GLR EIR Addendum #2 which clearly demonstrates that, even at 1467 residential units Glen Loma Ranch will not exceed Phase 1 + Phase 2 traffic impacts and there is no nexus to justify the imposition of Phase 3 traffic mitigations on TM 20-05. It is hard to imagine how, in good faith, this topic could be introduced without a discussion of Addendum #2. Addendum #2 Starting in 2018, at the direction of City Staff and funded by Glen Loma Corporation, the City’s traffic engineer for the original 2005 project EIR (Keith Higgins) prepared numerous studies evaluating traffic impacts in light of the fact that Glen Loma Ranch would build-out at lower than the maximum intensity allowed under the Specific Plan. This protracted process culminated in Higgins’ supplemental analysis letters of May and June 2022. These letters concluded that the project could accommodate a total of 1467 residential units plus 12,000 square feet of commercial uses without generating impacts that would trigger traffic improvements identified for Phase 3 in the original EIR. About a year later, in May 2023 the City (see attached Sharon Goei letter dated May 26, 2023) informed GLC that an Addendum would be required to formally document Higgins’ findings, and suggested continuing hearings on TM 20-05 to allow time for the Addendum to be completed. Around this same time, in support of the proposed Addendum, the City engaged the firm of Fehr & Peers to conduct a peer review of Higgins’ analysis. Fehr & Peers report was delivered in December 2023 (copy attached including Higgins’ letters). Each and every one of Higgins’ conclusions was validated. With Higgins’ reports, and Fehr & Peers affirmation of Higgins in hand; the City required GLC to advance funds necessary for EMC to prepare Addendum #2 (see attached Melissa Durkin letter dated December 14, 2023). GLC made the requested payment to the City and the draft Addendum was completed in February 2024 (Draft Addendum attached). This is where the addendum process has inexplicably stopped. The meaning of Sharon Goei’s 5/26/23 letter and subsequent extensive email communication with Melissa Durkin (see attached Melissa Durkin email correspondence) is unmistakable. Addendum #2 was always clearly intended to accompany TM 20-05. Now that the Addendum is finally ready for approval, City staff has arbitrarily refused to complete the process.

Staff Response: City staff have informed the applicant that the Addendum does not apply to Application TM 20-05 since the Tentative Map project as proposed does not include a documented downsizing of the overall Glen Loma development. In order to further proceed with an Addendum, the applicant will need to formally submit a project proposal for a reduced development for the Glen Loma area. This is the process that the applicant and the City were pursuing in 2021.

Applicant Comment: Hearing Continuance - I understand that, during their 4/4/24 meeting, Planning Commissioners expressed concern over the number of times Tentative Map 20-05 has been continued. GLC shares these concerns and would agree that the project has been burdened with inordinate delays. A review of the Goei/Durkin letters and emails referenced above should make clear to all that these continuances were undertaken at the urging of City Staff so that Addendum #2 could be completed and heard along with the TM. GLC still agrees that this is the correct approach and formally demands that the City immediately proceed to approve Addendum #2 in connection with TM 20-05. We request continuance to the June 2024 Planning Commission so that this can be accomplished.

Staff Response: The May 2nd hearing was not noticed to include adoption of an Addendum at this time because the Addendum does not apply to the public hearing for Application TM 20-05, since the Tentative Map project as proposed does not include a documented downsizing of the overall Glen Loma development. To further proceed with an Addendum, the applicant will need to formally submit a project proposal for a reduced development for the Glen Loma area. This is the process that the applicant and the City were pursuing in 2021. Staff has discussed this with the applicant and welcome further discussions on this matter.

While Staff is not opposed to a continuance for the purpose of further analysis of the project, Staff would not support a continuance that is linked to a requirement to proceed with this Tentative Map by way of a CEQA Addendum. As stated to the applicant, it will be up to the Planning Commission whether to grant the requested continuance, since the hearing has been publicly noticed.

This concludes staff's response to your 4/22/2024 memorandum.

Sincerely,



Cindy McCormick, Planning Manager, City of Gilroy

Attachments:

1. Keith Higgins Attachment 1 Project Trip Generation Comparison, dated 5/26/2022
2. Augie Dent email (4/22/2024) & corresponding staff email (4/18/2024)
3. Augie Dent response to staff email, dated 4/22/2024
4. Link to May 2, 2024 Public Hearing packet <https://cityofgilroy.org/965/Agendas-Minutes>

						ITE LAND USE CODE	DAILY TRIP RATE	AM PEAK HOUR RATE	PM PEAK HOUR RATE				
TRIP GENERATION RATES													
Single-Family Detached Housing (per unit)						210	8.77	0.72	0.93				
Multifamily Housing (Low-Rise) (per unit)						220	7.41	0.45	0.53				
Multifamily Housing (Mid-Rise) (per unit)						221	5.44	0.36	0.44				
Senior Adult Housing - Attached (per unit)						252	3.69	0.20	0.27				
General Office (per 1,000 sq. ft.)						710	9.74	1.16	1.15				
Quality Restaurant (per 1,000 sq. ft.)						931	83.84	0.73	7.80				
Shopping Center (per 1,000 sq. ft.)						820	37.75	0.94	3.81				
						PROJECT SIZE		DAILY TRIPS	AM PEAK HOUR TRIPS	PM PEAK HOUR TRIPS			
CURRENT CPB TOTAL						Residential	Commercial	Municipal/Office					
1. CPB Without Olive Grove													
a. Single Family Homes						840 units			7,367	601	784		
b. Townhomes						277 units			2,053	126	146		
c. Apartments						80 units			435	29	35		
d. Senior Adult Housing - Attached						78 units			288	15	21		
e. Fire Station						0	sq. ft.	7,350	sq. ft.	50	12	2	
f. General Office						4,000	sq. ft.	0	sq. ft.	39	5	5	
g. Quality Restaurant						4,000	sq. ft.	0	sq. ft.	335	3	31	
h. Commercial						4,000	sq. ft.	0	sq. ft.	151	4	15	
i. Subtotal						1,275 units	12,000	sq. ft.	7,350	sq. ft.	10,718	795	1,039
j. Town Center Non-Residential (1e+f+g+h)										575	24	53	
2. CPB With Olive Grove													
a. Olive Grove Apartments						192 units			1,044	69	84		
b. Subtotal (1i + 2a)						1,467 units	12,000	sq. ft.	7,350	sq. ft.	11,762	864	1,123
3. 2005 TRAFFIC STUDY PHASES 1+2 *													
a. Phase 1						464 units	0	sq. ft.	0	sq. ft.	4,272	344	455
b. Phase 2						541 units	81,500	sq. ft.	30,000	sq. ft.	11,766	642	1,116
c. Phases 1+2 (3a + 3b)						1,005 units	81,500	sq. ft.	30,000	sq. ft.	16,038	986	1,571
d. Town Center Non-Residential Subtotal										7,825	327	715	
4. Original Phases 1+2 Traffic Assignment per 2005 Traffic Study, Figure 14**									1,037		1,605		
5. Net Difference Between CPB With Olive Grove and 2005 Traffic Study Trip Generation													
a. Net Numerical Difference (2b - 3c)									-4,276	-122	-448		
b. Net Percent Difference (5a divided by 3c)									-27%	-12%	-28%		
6. Net Difference Between CPB With Olive Grove and 2005 Traffic Study Trip Assignment													
a. Net Numerical Difference (2b - 4)										-173	-482		
b. Net Percent Difference (6a divided by 4)										-17%	-30%		
7. ORIGINAL GLR BUILDOUT *													
a. Phase 3 Only						685 units	46,500	sq. ft.	27,500	sq. ft.	10,955	608	1,095
b. Buildout (3c + 8a)						1,690 units	128,000	sq. ft.	57,500	sq. ft.	26,993	1,594	2,666
c. Net Buildout (7b minus 10% Internal Trips)										24,294	1,435	2,399	
8. Net Difference Between CPB With Olive Grove and Original Buildout (2b - 7c)									-12,532	-571	-1,276		
9. CPB as Percent of Original Buildout - With Olive Grove (2b divided by 8c)									48%	60%	47%		

Notes:

1. Trip generation rates - Institute of Transportation Engineers (ITE) "Trip Generation Manual," 10th Edition, 2017.
2. Trip activity for all residential land uses utilize fitted curve equations. Cited trip rates are equivalent rates per housing unit.
3. CPB data cited from *Glen Loma Ranch Traffic Study for Remaining Traffic Mitigation Measures Per the Glen Loma Ranch Development Agreement Section 4.4.7*, Keith Higgins Traffic Engineer, May 19, 2019. Commercial uses represent current CPB max. size.
4. * - 2005 Traffic Study Trip Generation - "Glen Loma Ranch Specific Plan Traffic Impact Report," Higgins Associates, June 6, 2005. See Attachment 2.
5. ** - 2005 Traffic Study Trip Assignment - "Glen Loma Ranch Specific Plan Traffic Impact Report," Higgins Associates, June 6, 2005. See Attachments 3 and 4.

Cindy McCormick

From: Augie Dent <augie.dent@gmail.com>
Sent: Monday, April 22, 2024 4:45 PM
To: Cindy McCormick
Cc: Jimmy Forbis; Sharon Goei; Andy Faber; John Filice; tfilice@glenloma.com; Arminta Jensen; Jack Kent
Subject: EXTERNAL - Re: Glen Loma Tentative Map next steps
Attachments: Response to City of Gilroy 4.18.24 email.pdf; Sharon Goei 5.26.23.pdf; GLR CityofGilroyPeerReview.pdf; Melissa Durkin 12.14.23.pdf; draft EIR addendum #2.pdf; Melissa Durkin email correspondence.pdf

CAUTION: This email originated from an **External Source**. Please use proper judgment and caution when opening attachments, clicking links, or responding to this email.

Hi Cindy

Please find GLC's memo and supporting docs in response to your 4/18/24 email attached below.

Thanks

Augie

On Thu, Apr 18, 2024 at 5:42 PM Cindy McCormick <Cindy.McCormick@ci.gilroy.ca.us> wrote:

Thank you all for your time today.

Here is the information being presented to the Planning Commission on May 2nd and eventually the City Council.

Cindy

Glen Loma Ranch Specific Plan EIR Phasing: The Glen Loma Ranch Specific Plan Environmental Impact Report (EIR) analyzed three phases of development. Many of the EIR mitigation measures are tied to the issuance of building permits within each phase.

The EIR included a phasing exhibit (figure 10) which illustrates the geographic location of each phase. EIR *Phase 1*, located east of Tenth Street, would connect Luchessa Avenue between Greenfield Drive and Miller Avenue, and Tenth Street between Santa Teresa Boulevard and just north of Luchessa Avenue. EIR *Phase 2* is located northwest of the preserved natural open space area and includes Club Drive. EIR *Phase 3*, located west of Tenth Street, includes Merlot Drive and what is now the connection of West Luchessa Avenue between Tenth Street and Santa Teresa Boulevard (at Ballybunion Drive).

The EIR phasing exhibit (figure 10) illustrated the following neighborhoods within each phase. *Phase 1* included Cabernet, Petite Sirah, Vista Bella, Mataro, Luchessa, and The Grove. *Phase 2* included Home Ranch, McCutchin Creek, Palomino, and Olive Grove (owned and reserved by GUSD). *Phase 3* included Wild Chestnut, Montonico, Nebbiolo, The Glen,

Malvasia, Town Center (R4), Town Center (Sr. Housing), Canyon Creek, and Rocky Knoll. The “Cabernet” neighborhood, initially planned for 53 units, was developed with the Las Animas Elementary School, while the Malvasia and Palomino neighborhoods were split into separate tentative map applications (Malvasia I & II, Palomino I & II). The Nebbiolo neighborhood was also split into two architectural and site review applications.

The unit counts within each EIR phase are herein noted, along with the page number from the EIR where the information can be found. Note that the unit counts add up to 1,690 units (3 units fewer than the Specific Plan mid-point forecast). *Phase 1* included 405 detached and 59 attached homes (Page 2-111). *Phase 2* included 167 single-family homes, 197 townhomes, 177 apartments, 81,500 square feet of retail and office space, and a 30,000 square-foot fire station (Page 2-112). *Phase 3* included 221 single-family homes, 314 townhomes, a 150-unit senior housing complex, and 74,000 square feet of additional commercial space within the town center (Page 2-114).

EIR Phases 1 and 2 comprise 1,005 units while EIR Phase 3 comprises 685 units, for a total of 1,690 units. The City has approved tentative maps for 1,083 units, with 996 of those units either built or issued building permits for construction.

As of April 10, 2024, the City has issued building permits for a total of 996 units for the following neighborhoods:

- EIR *Phase 1*: Vista Bella (146 units), Petite Sirah (77 units), Mataro (51 units), Luchessa (49 units), and The Grove (64 units) *for a total of 387 units*.
- EIR *Phase 2*: Home Ranch (52 units), Palomino (2 units) and McCutchin Creek (2 units) *for a total of 56 units*.
- EIR *Phase 3*: Wild Chestnut (43 units), Montonico (84 units), Town Center BMR Apartments (158 units), Town Center Townhomes (124^[1] units), The Glen (23 units), Malvasia (46 units), and Nebbiolo (75 units) *for a total of 553 units*.

As provided above, the City has issued building permits for 996 units.

The City anticipates issuing building permits for another 86 units within the approved tentative maps for Nebbiolo (27 units), Palomino (35 units) and McCutchin Creek (24 units). This would bring the total count to 1,082 units, noting that one fewer unit was built in the Town Center Townhome development than permitted by the tentative map.

The proposed tentative map (TM 20-05) for the Canyon Creek, Rocky Knoll and Malvasia II neighborhoods would add 123 units towards *Phase 3* build out of the Specific Plan, for a total of 1,205 units.

The 2005 Glen Loma Specific Plan EIR included an analysis for 1,690 units; therefore, the remaining units that could be built pursuant to the EIR is 485 units. This includes an anticipated 192 units in the Olive Grove neighborhood (*Phase 1*), a property that is owned by, and being held in reserve by, the Gilroy Unified School District. Specific Plan build out also includes 6.8 acres of land set aside for commercial uses and 1.5 acres of land for the fire station.

The applicant has indicated they intend to reduce the overall development of Glen Loma, including elimination of the commercial uses; however no formal documentation of this reduced development has been submitted. Therefore, the City is processing the proposed Tentative Map 20-05 in the same manner as previous tentative maps.

[1] Tentative Map 17-01 included approval for 125 units; however only 124 townhome units were built.

[\[1\]](#) Tentative Map 17-01 included approval for 125 units; however only 124 townhome units were built.

April 22, 2024

To: Cindy McCormick – City of Gilroy

From: Augie Dent – Glen Loma Corporation

Re: Glen Loma Ranch

Dear Cindy

I am writing with Glen Loma Corp's response to your email of 4/18/24 advising us of additional information you intend to present to the Planning Commission in connection with TM 20-05. Please include this memo and attachments as part of the public record for Planning Commission and City Council consideration.

Your assertion that the original Glen Loma Ranch EIR identifies 1005 permits as the trigger point to require Phase 3 traffic improvements is incorrect, misleading and its eleventh hour timing is indicative of the City of Gilroy's ongoing pattern of obstruction with respect to Glen Loma Ranch.

Project mitigations are a function of project impacts from all land uses; not just the residential unit count. Your email neglects to mention that 81,500 square feet of commercial space was included in the land uses analyzed for Phases 1 & 2 in the original 2005 EIR. Accounting for the fact that the commercial space assumed in the original traffic analysis has not been constructed, the allowable number of Phase 1 + Phase 2 residential units exceeds 1450.

As the lead staff person on this item, you must be well aware, that the City is in the midst of processing GLR EIR Addendum #2 which clearly demonstrates that, even at 1467 residential units Glen Loma Ranch will not exceed Phase 1 + Phase 2 traffic impacts and there is no nexus to justify the imposition of Phase 3 traffic mitigations on TM 20-05. It is hard to imagine how, in good faith, this topic could be introduced without a discussion of Addendum #2.

Addendum #2

Starting in 2018, at the direction of City Staff and funded by Glen Loma Corporation, the City's traffic engineer for the original 2005 project EIR (Keith Higgins) prepared numerous studies evaluating traffic impacts in light of the fact that Glen Loma Ranch would build-out at lower than the maximum intensity allowed under the Specific Plan. This protracted process culminated in Higgins' supplemental analysis letters of May and June 2022. These letters concluded that the project could accommodate a total of 1467 residential units plus 12,000 square feet of commercial uses without generating impacts that would trigger traffic improvements identified for Phase 3 in the original EIR.

About a year later, in May 2023 the City (see attached Sharon Goei letter dated May 26, 2023) informed GLC that an Addendum would be required to formally document Higgins' findings, and suggested continuing hearings on TM 20-05 to allow time for the Addendum to be completed. Around this same time, in support of the proposed Addendum, the City engaged the firm of Fehr & Peers to conduct a peer review of Higgins' analysis. Fehr & Peers report was delivered in December 2023 (copy attached including Higgins' letters). Each and every one of Higgins' conclusions was validated.

With Higgins' reports, and Fehr & Peers affirmation of Higgins in hand; the City required GLC to advance funds necessary for EMC to prepare Addendum #2 (see attached Melissa Durkin letter dated December

14, 2023). GLC made the requested payment to the City and the draft Addendum was completed in February 2024 (Draft Addendum attached). This is where the addendum process has inexplicably stopped.

The meaning of Sharon Goei's 5/26/23 letter and subsequent extensive email communication with Melissa Durkin (see attached Melissa Durkin email correspondence) is unmistakable. Addendum #2 was always clearly intended to accompany TM 20-05. Now that the Addendum is finally ready for approval, City staff has arbitrarily refused to complete the process.

Hearing Continuance

I understand that, during their 4/4/24 meeting, Planning Commissioners expressed concern over the number of times Tentative Map 20-05 has been continued. GLC shares these concerns and would agree that the project has been burdened with inordinate delays.

A review of the Goei/Durkin letters and emails referenced above should make clear to all that these continuances were undertaken at the urging of City Staff so that Addendum #2 could be completed and heard along with the TM. GLC still agrees that this is the correct approach and formally demands that the City immediately proceed to approve Addendum #2 in connection with TM 20-05. We request continuance to the June 2024 Planning Commission so that this can be accomplished.



Community Development Department

Sharon Goei
DIRECTOR

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DATE: May 2, 2024
TO: Planning Commission
FROM: Cindy McCormick, Planning Manager
SUBJECT: Zoning text amendments to implement various programs of the Gilroy 2023-2031 Housing Element

RECOMMENDATION:

Staff recommends that the Planning Commission:

- a) Recommend that the City Council, based on its independent analysis, find that approval of Zoning Amendment Z 24-0001 is exempt from review under the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines Section 15061(b)(3) where it can be seen with certainty that the amendments to implement the Gilroy 2023-2031 Housing Element would not result in a significant environmental effect; and
- b) Recommend that the City Council adopt an Ordinance, approving Zoning Amendment Z 24-0001, amending the Gilroy City Code, Chapter 30 (Zoning), Article XI (Residential Use Tables) in conformance with the City of Gilroy 2023-2031 Housing Element.

PROJECT DESCRIPTION:

The City of Gilroy Planning Division is proposing amendments to Gilroy City Code, Chapter 30 (Zoning), Article XI (Residential Use Tables) as necessary to implement various programs of the Gilroy 2023-2031 Housing Element, including Program A-3 (By-Right Approval of Projects with 20 Percent Affordable Units on "Reused" RHNA Sites), Program A-10 (Facilitate Missing Middle / Middle Income Housing), Program E-2 (Zoning to Encourage and Facilitate Single Room Occupancy Units), Program E-3 (Emergency Shelter Standards), Program E-5 (Incentivize Micro Units), Program E-8 (Consistency with the Employee Housing Act), Program E-10 (Development and Rehabilitation of Housing for Persons with Disabilities), and Program E-13 (Permanent Supportive Housing).

DISCUSSION AND ANALYSIS:

Background: On May 1, 2023, the City of Gilroy City Council adopted the Gilroy 2023-2031 Housing Element. When the Housing Element was adopted, the City intended to implement several of the housing programs by the end of the 2023 calendar year as part of the 2023 comprehensive zoning update. However, the comprehensive zoning update has been delayed due to limited staffing resources. Rather than wait for the comprehensive update, City staff has prepared amendments to Gilroy City Code Chapter

30 (Zoning), Article XI (Residential Use Tables) to implement various programs of the Housing Element. Additional amendments planned for the comprehensive update being presented to the Planning Commission and City Council beginning this summer will further implement programs from the 2023-2031 Housing Element.

Environmental Assessment: The City of Gilroy Planning Division has determined that there is no substantial evidence that the proposed Zoning Amendment (“Project”) would have a significant effect on the environment, and therefore the Project is exempt from the California Environmental Quality Act (“CEQA”). Pursuant to CEQA Guidelines Section 15061(B)(3), the Project is exempt from CEQA under the common-sense exemption that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.

Zoning Ordinance 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. In the case of a recommendation of approval, the planning commission shall make findings demonstrating that the amendment is necessary to carry out the general purpose of the Zoning Ordinance and applicable General Plan goals and policies. The recommended text amendment will be scheduled for a City Council hearing. 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.

The following analysis demonstrates 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.

Existing City Code: The Zoning Ordinance is the primary tool by which the city implements the policies of the General Plan. The Zoning Ordinance is, among other purposes, intended to guide and regulate each development in accordance with the general plan and the objectives and standards set forth therein. The Gilroy City Code Chapter 30 (Zoning), Article XI (Residential Use Tables) currently regulates permitted and conditional uses in the City’s residential zoning districts. Adoption of the Zoning Ordinance text amendment is necessary to implement the Gilroy 2040 General Plan and Gilroy 2023-2031 Housing Element Programs A-3, A-10, E-2, E-3, E-5, E-8, E-10, and E-13.

General Plan Guiding Principles. The Gilroy 2040 General Plan includes eight (8) guiding principles, including principle #8 (Support Housing Options) to encourage a mix of housing types to create diverse neighborhoods that meet the needs of all Gilroyans, and to promote the building, retention, and renovation of quality housing for all incomes, ages, and abilities.

General Plan Housing Element Goals, Policies, and Programs: The Gilroy 2023-2031

Housing Element goals, policies, programs, and quantified objectives are designed to help ensure housing opportunities for all existing and future residents of the community.

General Plan / Housing Element Consistency: The proposed zoning text 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; Gilroy 2023-2031 Housing Element Goal 1 (Housing Production) to provide adequate residential sites to accommodate projected housing needs and encourage the production of a variety of housing types; Housing Element Goal 2 (Removal of Government Constraints) to remove or reduce governmental constraints to the development, improvement, and maintenance of housing where feasible and legally permissible; and Housing Element Goal 5 (Special Housing Needs) to increase access to decent and suitable housing for Gilroy residents with special housing needs.

The following table provides a summary of the proposed amendments provided in the attached draft Ordinance.

Draft Ordinance Summary
Article XI Residential Use Table
<u>Section 30.11.10(c) Residential Use Table was amended as follows:</u>
To ensure that important footnotes are not overlooked by an applicant, several of the footnotes are now referenced under one new general footnote (1) and moved into a new section (32.11.15).
<i>Agriculture</i> footnote #5 was removed since a CUP is not needed for all new uses given agriculture is currently listed as a permitted use in the A1 and RR zoning districts.
<i>Home Occupation</i> was moved down to the residential category since home occupations are a secondary use of a residence, while commercial uses are not intended to be a primary use of a residence. The footnote “D” and “2” were combined into one footnote (4).
<i>Emergency Shelter</i> was moved to the housing / residential category in line with the purpose of an emergency shelter as “housing” for homeless persons.
The footnote for <i>Private Neighborhood Park, Recreation Facility</i> was moved to the first column for easier reference and also changed from “4” to “2” given the new footnote numbering scheme.
<i>Supportive and Transitional Housing</i> was moved to the housing / residential category in line with its purpose as “housing”. The corresponding footnote was moved into the new Specific Housing Use Types section 32.11.15 for easier reference.
<i>Accessory Dwelling Units</i> are now listed as a permitted use in the A-1 zone in accordance with state law, since residential uses are an allowed use in the A1 zone.

Condominiums and Townhomes were combined since the permitted zones are the same.

The footnote for *Duplex* was moved to the new Specific Housing Use Types section for easier reference.

A new residential use type “*efficiency / micro unit*” was added to implement Housing Element Program E-5 (Incentivize Micro Units).

A new residential use type “*Employee / Agricultural Worker Housing*” was added to implement Housing Element Program E-8 (Consistency with the Employee Housing Act).

Residential Care Homes were combined into one category in compliance with state law regarding the number of residents and to implement Program E-10 (Development and Rehabilitation of Housing for Persons with Disabilities).

A new residential use type *Single-Room Occupancy (SRO)* was added to implement Program E-2 (Zoning to Encourage and Facilitate Single Room Occupancy Units).

Footnotes

The corresponding footnote text for “X”, “C”, and “T” were modified for consistency.

Footnotes “D” and “2” were combined into new footnote “4” regarding home occupations.

Footnotes “1, 3, 6, and 7” are now combined as footnote “1” and now referenced in the new Specific Housing Use Types section for easier reference.

Footnote “4” is now footnote “2” given the new footnote numbering scheme.

Footnote “5” is not applicable since agriculture is currently listed as a permitted use in the A1 and RR zoning districts.

A new footnote “3” is proposed to implement program B-7, clarifying that the residential portions of mixed-use projects are not subject to any FAR restrictions.

A new section, 32.11.15 Specific Housing Use Types was added to ensure that important footnotes are not overlooked by an applicant. This new section also introduces new standards to implement the Housing Element.

(a) *Accessory Dwelling Unit(s)*. Moved here from the footnotes section.

(b) *Emergency Shelter*. Moved here from the footnotes section. Implements Program E-3 (Emergency Shelter Standards) in compliance with state law.

(c) *Efficiency / Micro Unit*. New text to implement Program E-5 (Incentivize Micro Units) and comply with state law.

- (d) *Employee / Agricultural Worker Housing*. New text to implement Program E-8 (Consistency with the Employee Housing Act) and comply with state law.
- (e) *Housing Element Opportunity Sites*. New text was added here to implement Program B-7 (Zoning Ordinance Update) regarding demolished residential units on a RHNA opportunity site, consistent with state law. New text was also added here to implement Program A-3 (By-Right Approval of Projects with 20 Percent Affordable Units on “Reused” RHNA Sites) and comply with state law.
- (f) *Duplex/Triplex/Fourplex Housing*. New text to implement Program A-10 (Facilitate Missing Middle / Middle Income Housing).
- (g) *Residential Care Homes*. New text to implement Program E-10 (Development and Rehabilitation of Housing for Persons with Disabilities) and comply with state law.
- (h) *Single-Room Occupancy*. New text to implement Program E-2 (Zoning to Encourage and Facilitate Single Room Occupancy Units).
- (i) *Supportive and Transitional Housing*. New text to implement Program E-13 (Permanent Supportive Housing) and comply with state law.

CONCLUSION AND NEXT STEPS

Staff recommends that the Planning Commission recommend approval of the draft changes to City Code. Alternatively, the Planning Commission can deny the zoning amendment or recommend modifications to the draft Ordinance. Pursuant to Section 30.52.40, a Planning Commission denial requires adoption of a Resolution. However, this is not recommended since the proposed amendments implement various programs of the City’s adopted and certified Housing Element.

The recommendation of the Planning Commission shall be forwarded to the City Council. A Council hearing date is tentatively scheduled for May 20, 2024. If denied by the Council, the decision would be final. If approved by the Council, the Ordinance would take effect 30 days following the second reading of the Ordinance, tentatively scheduled for June 3, 2024.

PUBLIC NOTICING:

A notice of the May 2, 2024 Planning Commission public hearing was advertised in the Gilroy Dispatch on Friday, April 19, 2024 (no less than 10 days prior to the meeting). The Planning Commission public hearing packets are available through the City’s webpage. No public comments have been received on the proposed amendment, as of the writing of this staff report.

APPEAL PROCEDURE:

If the planning commission denies the proposed zoning amendment, the denial shall be final and conclusive unless within twenty (20) days following the adoption of the

resolution by the planning commission, an appeal in writing is filed with the clerk of the city council. Appeal forms may be obtained from the City Clerk and must be submitted with the appropriate fee before the end of the appeal period.

ATTACHMENTS

1. Draft Ordinance (Exhibit A)

EXHIBIT “A”

ORDINANCE 2024-XX

Gilroy City Code, Chapter 30 (Zoning), Article XI is hereby modified as follows (where new text is indicated in **bold type** and deleted text is crossed out):

(c) Residential Use Table

	A1	RR	R1	R2	R3	R4	RH	ND
Accessory Building	X	X	X	X	X	X	X	*
Temporary Building	X	X	X	X	X	X	X	*
Agricultural Uses								
— Agriculture	X	X	C⁵	C⁵	C⁵	C⁵	C⁵	*
Agriculture	X	X	C	C	C	C	C	*
Animal Husbandry	C	C						*
Animal Services								*
Animal Boarding	X	X						*
Veterinary Hospital	X	X						*
Commercial Uses								
Bed/Breakfast Establishment (1—2 Rooms)		C	C	C	C	C	C	*
Boarding or Rooming House		X	C	C	C	C	C	*
Day Care Center		C	C	C	C	C	C	*
Family Day Care Home		X	X	X	X	X	X	*
— Home Occupation²		D	D	D	D	D	D	*
Landscape Nursery		C						*
Sale of Farm Products (Grown on Site)	X	C						*
Subdivision Sales Office			T	T	T	T	T	*
Public and Semi-Public Uses								
Community Garden		X	X	X	X	X	X	*
— Emergency Shelter⁷	C	C	C	C	C	X	C	*
Golf Course or Country Club		C	C	C	C	C	C	*
Hospital					C	C		*
Neighborhood Bazaar			T	T	T	T	T	*
Open Space (Recreational)		X	X	X	X	X	X	*
— Private Neighborhood Park, Recreation Facility		C⁴	C⁴	C⁴	C⁴	C⁴	C⁴	*

	A1	RR	R1	R2	R3	R4	RH	ND
Private Neighborhood Park, Recreation Facility ⁽²⁾		C	C	C	C	C	C	*
Publicly Owned Building or Facility		X	X	X	X	X	X	*
Religious Institution		X	X	X	X	X	X	*
Schools (Private ≤ 12 Students or Public)		X	X	X	X	X	X	*
Schools (Private > 12 Students)		C	C	C	C	C	C	*
—Supportive and Transitional Housing ⁶	X	X	X	X	X	X	X	*
Housing / Residential Uses ⁽³⁾								
—Accessory Dwelling Unit [†]		X	X	X	X	X	X	*
Accessory Dwelling Unit ⁽¹⁾	X	X	X	X	X	X	X	*
Condominiums / Townhomes					X	X	X	*
—Duplex			X ³	X	X	X		*
Duplex ⁽¹⁾			X	X	X	X	X	*
Efficiency / Micro Unit ⁽¹⁾	X	X	X	X	X	X	X	
Emergency Shelter ⁽¹⁾	C	C	C	C	C	X	C	*
Employee / Agricultural Worker Housing ⁽¹⁾	X	X	X	X	X	X	X	*
Home Occupation ⁽²⁾	X	X	X	X	X	X	X	*
Mobile Home Park			C	C	X	X		*
Multiple-Family Building (3 or more units)					X	X		*
—Residential Care Homes (More Than 6 Residents)		C	C	C	C	C	C	*
Residential Care Homes (Up to and Including 6 Residents)		X	X	X	X	X	X	*
Residential Care Homes ⁽¹⁾	X	X	X	X	X	X	X	*
—Single-Family Dwelling or Modular Home	X ⁸	X	X	X	X	X	X	*
Single-Family Dwelling or Modular Home ⁽⁴⁾	X ³	X	X	X	X	X	X	*
Single-Room Occupancy (SRO) ⁽¹⁾						X		*
Supportive and Transitional Housing ⁽¹⁾	X	X	X	X	X	X	X	*
—Townhouse					X	X	X	*

X = Unconditionally permitted.

C = Permitted only with conditional use permit granted by planning commission.

D = Permitted subject to the approval of the planning manager.

T = Temporary use — see Article XLVII.

* = Refer to the master plan or specific plan adopted for the neighborhood district area in which the property is located.

† = Accessory dwelling unit(s) and/or junior accessory dwelling units may be allowed subject to

~~compliance with the regulations prescribed in Article LIV.~~

~~2— Permitted only if the regulations of Article XL are met.~~

~~3— A duplex dwelling is permitted when all of the following conditions are met:~~

~~—(a) The duplex dwelling shall be located on a corner lot only; and~~

~~—(b) The corner lot shall have a minimum area of eight thousand (8,000) square feet and be so designated for a duplex unit on a tentative and final map; and~~

~~—(c) The duplex shall not increase the overall density within any given land subdivision beyond the maximum of seven and one-fourth (7 1/4) dwelling units per net acre.~~

~~4— Conditional use permit required unless otherwise allowed through an approved planned unit development.~~

~~5— Planning commission approval of a conditional use permit is required for all new agricultural uses.~~

~~6— Supportive and/or transitional housing that serves more than six (6) individuals, provides on-site services and is licensed by the state as a group home shall only be allowed upon the granting of a conditional use permit.~~

~~7— Emergency shelters shall be subject to the performance standards listed in section [30.41.32](#). Emergency shelters shall be permitted by right in the R4 zone district and areas designated mixed use (MU) on the Gilroy 2040 general plan land use diagram.~~

~~8— One (1) residential dwelling unit may be permitted on an A1 zoned parcel that has a minimum size of twenty (20) acres or more. Subdivision of land for further development is not permitted without rezoning to another zoning district that implements the general plan land use map.~~

X = Principally permitted (See Article L for related planning application requirements).

C = Subject to the approval of a conditional use permit (see Article L, Section 30.50.30)

T = Subject to the approval of a temporary use permit (see Article XLVII).

*** = Refer to the master plan or specific plan adopted for the neighborhood district area in which the property is located.**

(1) See Section 32.11.15 (Specific Housing Use Types)

(2) A private neighborhood park or recreation facility is subject to the approval of a Conditional Use Permit granted by the planning commission, unless otherwise allowed through an approved planned unit development.

(3) For mixed-use projects, the residential portion shall comply with the density standards and the non-residential portion shall comply with the FAR requirements.

(4) A home occupation shall meet the requirements of Article XL and shall be subject to approval of a Zoning Clearance by the Planning Manager or designee.

32.11.15 Specific Housing Use Types

(a) Accessory Dwelling Unit(s). Accessory dwelling unit(s) and/or junior accessory dwelling units are permitted subject to compliance with the regulations prescribed in Article LIV.

(b) Emergency Shelter. Emergency shelters shall be subject to the performance standards listed in Article XLI, section [30.41.32](#). Emergency shelters shall be permitted by right in the R4 zone district and areas designated mixed use (MU) on the Gilroy 2040 general plan land

use diagram.

(c) Efficiency Dwelling / Micro Unit. Pursuant to Health and Safety Code Section 17958.1, there shall be no limit on the number of efficiency units, whose meaning is as specified in Part 2 of Title 24 of the California Code of Regulations, the California Building Code, on property located within one-half mile of public transit or where there is a car share vehicle located within one block of the efficiency unit. Any requirements related to density, setbacks, lot coverage, or height restrictions are not considered a limit on the number of efficiency units.

(d) Employee / Agricultural Worker Housing. Pursuant to Health and Safety Code Section 17021.5, employee housing for six or fewer persons will be treated as a single-family structure and residential use, subject to the same density requirements, regulations, and objective standards that apply to other single-family dwellings in the same zone (A1, RR, R1). Pursuant to Health and Safety Code Section 17021.6, employee housing consisting of 36 or fewer beds in group quarters, or 12 or fewer units designed for use by a single family or household will be treated as an agricultural use, subject to the same density requirements, regulations, and objective standards that apply to other agricultural activity in the same zone (R2, R3, R4, RH, ND).

(e) Housing Element Opportunity Sites. Development projects on property identified in the Gilroy 2023-2031 Housing Element RHNA Opportunity Sites Inventory shall include replacement units, subject to the requirements of Government Code section 65915, subdivision (c)(3). Pursuant to Government Code Section 65583.2.(c), a non-vacant site that has been identified as a housing opportunity site in a prior Housing Element and a vacant site that has been included in two or more consecutive Housing Element planning periods shall be allowed residential use by right (with approval of a building permit) for housing developments in which at least 20 percent of the units are affordable to lower income households. Pursuant to [Government Code Section 65583.2.\(i\)](#), the development shall comply with the City of Gilroy's objective development and design standards and a proposed subdivision of the property shall be subject to all laws, including, but not limited to, City ordinances implementing the Subdivision Map Act.

(f) Duplex/Triplex/Fourplex Housing. A duplex is permitted on a corner parcel that is at least 8,000 square feet in size in the R1 Zoning District. A triplex or fourplex development is permitted on a corner parcel in the R1 and R2 Zoning Districts when such development is proposed in lieu of an ADU and/or JADU, the project complies with adopted objective design standards, the lot area is at least 8,000 square feet, and the lot was created prior to May 1, 2023.

(g) Residential Care Homes. Residential care homes (also known as group homes) are subject only to the density requirements, regulations, and objective standards that apply to other residential dwellings of the same type (e.g., single-family or multi-family) in the same zone, with no additional requirements based solely on the number of units provided, other than density requirements.

(h) Single-Room Occupancy. Single Room Occupancy (SRO) Housing is subject to the same restrictions and objective standards that apply to multi-family dwellings within the

same zone. SRO Housing means a structure that provides living units that have separate sleeping areas and some combination of shared bath or toilet facilities. The structure may or may not have separate or shared cooking facilities for the residents. SRO includes structures commonly called residential hotels or rooming houses.

(i) Supportive and Transitional Housing. Supportive and transitional housing is permitted in all residential zones subject only to those restrictions and objective standards that apply to other residential dwellings of the same type (e.g., single-family or multi-family) in the same zone, when such housing meets the criteria listed in Government Code Section 65651. Parking is not required for units occupied by supportive housing residents if the development is located within one-half mile of a public transit stop.



Community Development Department

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TO: Planning Commission
FROM: Sharon Goei, Community Development Director
Ariana Fabian, Planning Technician
DATE: May 2, 2024
SUBJECT: Planning Division Staff Approvals

In conformance with Gilroy Municipal Code Sections 30.50.20(b) and 30.50.46, the following table lists all Minor Deviation approvals and all Architectural and Site approval/denial actions taken by the Planning Division since the last report was provided to the Planning Commission at its April 4, 2024 meeting.ⁱ

APPROVED	PROJECT #	LOCATION	PROJECT NAME & DESCRIPTION
None			

DENIED	PROJECT #	LOCATION	PROJECT NAME & DESCRIPTION
None			

AS = Architectural and Site Review
VMD = Minor Deviation

The current status of other planning projects is available online at:
<https://www.cityofgilroy.org/298/Development-Activity-Projects>

ⁱ Submitted in conformance with Gilroy Municipal Code Sections 30.50.20(b) and 30.50.46